J.89795 WLS

A

Allotment. Amount that may be drawn. 6
African Squadron. Rel: to obtaining funds for. 14
do Report of the condition & health of. 73. 523
American Settlements intercourse with, instructions asked. 26. 39
Armstrong Chas. M. Lt. "Macedonian" Court Martial of 45. 47. 49. 52
American trade on Coast of Africa. 62
Anchorage at Fish Town survey of, near Cape Palmas. 57
African Trades. Goods suitable for the. 121
Abbot Joel. Comdg "Decatur" Report of cruize to leeward Coast 226
do " " Orders to cruize. 264
do. Changing commands with Capt. Mayo of "Macedonian". 350
"Alert" H.B.M. Brig Captured Amer. Schr "Cyrus" as a slaver. 289 317
Africa Coast of. Report, by Capt. Abbot, of portion of 320
"Alto" Barque Mass Deserters from sent to U.S. per "Decatur" 347
Andrews Alex. Capt. F. Castle. sent home, sick in the "Erie" 397
African Fever on the "Preble" Correspondence rel: to. 437 to 455.
Africa Western Notes on by Comm. Perry 491

B

Blacks. Rel: to enlisting them for Coast of Africa. 9
"Burley Edwd." the. Mate & Cook of, murdered by natives 98
Brown Jos. R. of Brig "Francis Lord". Difficulty in entering ports. 106. 110.
Boggs Chs. S. U.S.S "Saratoga". Lieut. Court Martial of. 272
Brown Wm. 5th Sea: "Macedonian" Court Martial. 276
Bissao, a Portuguese Settlement. Attacked by Natives 294 340-410.
Bosanquet Capt. H.B.M. "Alert" Captured Amer. Schr. "Cyrus". 317.
Bryant Joshua. Boatswain "Macedonian". Dismissal recomd. 344
Brady Wm. Actg Master. Claims & applies for a Lieutenancy. 435.

Chaplain. Che appointed to the "Macedonian" 1

Charges against Lieut Wilkinson of the "Esperanza" 35

Court Martial of Lt Hamilton of the "Macedonian" 52

Crew Thos. St. Vessels for removal of "Esperanza" 71

do St Croix "Esperanza" ordered to survey Fishbourn near Cape Palmas 95 - 208

do Orders & Reports of his Cruizes in the "Esperanza" 229 262, 283

do Check, signed by Lieut Cochrane 266

Coleman Michael Asst "Macedonian" Court Martial 81

Colonization Society Settlement established by 89

"Comet Brig" Cie Destroyed by Native Boats 94

Cape Palmas Commy Perry sails the Ship of a condemned Slaver 104

Custom House Duties in Colony of Sierra Leone. 113

Crews Indian & Prize Ordered to the U.S. for discharge 131

"Consort" Cie Ship Her arrival at Port Praya 130 141

do Her final quarters reported by Lt. Comdt Commanding 136

do Proposed as permanent Store & Hospital Ship for the Squadron 137

Cogswell Walter Master of at Palmas. Grand Canary Commodore for Spain 191

Court Martial by Lieut Comdt for Loss of Vessels of U.S. 1843 201

"Crawford" Amer: Ship Kept the Coast with 1000 Slaves 239 244

Chapman Lt. Employed by U.S. in charge of Amer: Brig "Vixen" 246

Cooke Jno. Flag Lieut Recommended by Secy of Navy. 255

Collins Edwd C.S. "Macedonian" Court Martial 277

"Cyane" Amer: Sch.r Captured by H.B.M. "Alert" as a Slaver & condemned 289 - 311 367 - 413

Coast of Africa. Report by Capt Trotter of a portion never visited by Naval Ships 327

Colby J.W. Esqr Purser ordered home in Store Ship "Erie" 400

Cape de Verde Isls. Capt Gen.l of. Thanks for Capt Mackinnon's visit to Brava 411

Creighton J.B. Esqr Purser "Truxton" Fought duel with Lt. Wm. Hunter 411

Correspondence - Sel. Comd Tucker & Purser Kellogg of the "Preble" 437 to 465

Cemetery at Porto Grande. Established & mentioned 456
Cutter "No 2" Charleston Ships &c ordered on Sch. "Enterprize" 496
Court of Inquiry on Foreign Sailors. Must procure & send to Dept 536

D

Decatur Midshipn. to join the "Analosa" 3
Duties on Goods. Charges for stores at Santa Cruz. Tonnage for squadron 19-20.
do on goods sent by Sch. "Consort" Chamier Agt. at Porto Praya 135
"Decatur" Report of Survey on the deck. 60
do. Report of punishments. 64. 207. 299
do. Her orders for & report of cruizing. 226. 264. 320
do. Report of vessels spoken & boarded. 307. 309 315
do. Returns of Officers & men 58. 204. 300
Dalby Edmund A. Fleet Surgeon. Condition & health of squadron 64. 266 522
do do to character of the disease prevailing on the "Decatur" 356. 384. 389
Dobie by Agt. Sierra Leone. Custom house duties in the Colony. 115
Dutton exacted on goods transf. from Brig "Kensington" to the Squadron 256 296
Dudley Isaac. Boatsteerer of Amer. Bark "Mattapoisett". Mentioned 287
Dumas P.C. Capt. Amer. Brig "Cyrus". His capture by H.B.M. "Alert" 317
Duel. fought bet. Lt. Wm Dorsett & Passr. Thos Creighton of the "Boxer" 418
Dziezaski Lt. Col. Fijoas. Correspondence with Comd. Skelton of the "Decatur" 431. 432
Depositions. taken at & before U.S. Sch. "Enterprize" at Porto Praya 500. 505
Davis Peter. Gunners Mate "Boxer". Recom. for Naval Asylum. 517

E

England. His policy in Africa; traded &c. 41
Elting Henry. Purser "Macedonian". Presents for Chiefs 124
"Eglantine" Fr. Ch. War Brig. Her meeting & action with the Alert 145
Elting. Purser. Relative difficulty in purchasing goods at fair prices 200

Equador. Report of Comm. Perry on reaching it July 1st 1844. 269
"Erie" Steamship. Order to receive the sick from the "Preble" 41.3
"Enterprize" Sale U.S.Sch. Not to be suspected that she's a Slaver 196. 301

F

Funds. Not to be paid for obtaining at Santa Cruz, Teneriffe 15
Fish Town, near Cape Palmas. St Claire ordered to survey it 87
Foote Jno. Assist Surgn U.S.N. Fever on Coast of Africa. Correspondence 153. 155. 186. 252
do. Charges against Barb "Imogene" as engaged in Slave trade 329
"Forrest" U.S.N. Ships Comp: Sales. Boarded Amer: Bark "Eleanor" 173. 180
Freelon, Thos W. Comdg "Preble". Ordered to Bissao, to guard Merchants 295. 340. 4
do. Not: to sickness on board & aux. to Comm: Perry's question 390. 43
do. Report of his cruize & visit to Bissao. 421 to 4
do. Correspondence with Asst Surg Kellogg Not to leave 437 to 4
France. Her policy in occupying the Gaboon. Noticed to Com: Perry 303
Forrest Chas C.S. "Macedonian". Sent home, sick, in the "Erie". 397

G

Grice Wm. Allowance to Comm: Perry, delay in equipping the "Savannah" 6
Glendroth W.S. Surgeon. Why persons were sent home in Bark "Bacchus" 131
Gardner H. Consul, Cape de Verde. 3 destitute Amer: Sea. want passage in "Consort" 134
do. Sum expending duties on goods, transhipped at Porto Praya, revoked. 29
do. Relative to Deserters from American Bark "Otto". 345
do. Contract for building a Cemetery at Porto Praya 455
do. Relative to Documents and statements of Comm: Wm Jones, U.S. British Navy concerning capture of Schooner "Cyrus". 481
Gaboon River. Relative to Occupancy by the French 301

H

Hughes J. K. Midn.ᵐ Surgeon's report upon his condition &c. 216
Hazard Lieut. (Ordered to the "Macedonian") 76
Hazlehurst J. Revᵈ Episcopal Mission to Cape Palmas. 103
Hospital, & Fine; Ship Mercury for use on African Station 139. 150.
Hurst, Wm. D. Lieut: "Preble" Joined and left with C.P. Wright 415

I

Instructions for guidance of Officers on African Coast 25
Incident - Comm.ᵈʳ Perry saves the life of a condemned native Cape Palmas 101
do. Crossing the Equator 4th July 1844 and reaching in the "Macedonian" the spot where she struck the flag, as a British vessel, by the Frigate "United States" in 812 269
"Illinois" U. S. Sch.ʳ - Boarded by M. B. Brookhouse "Preble" 191
Invalids of the Squadron Sent from Monrovia "Constock" 152
"Imogene" Amer: Bark Charged by Capt. Foote, H.B.M. Survey with a slave 329

J

Junior Officers Studies - on "Macedonian" Reports of. 305. 365. 520.
Jones 1st Lieut Senior Officer N. S. Un. Force - U.S. Recapture of the Sch.ʳ "Cyane" 367. 462
"Jamestown" Comm.ᵈ Skinner - Arrived at Cal Praya - Broad pendant &c. 159

K

Kelly James, Revᵈ Catholic Mission in Harper Letter of thanks - 102
"Kensington" - Bark - Duties on goods transf.ᵈ from her to Squadron. 256
Kellogg S. W. Pay.ᵐ Asst. Surgeon - "Preble" - Rel: to the sick 376. 388. 437

L

Lewis William Cmdr "Porpoise" Rel.° to U.S. without permission 28 to 36
Law Midn.° Chester to return to U.S. for examination 59-216
Lambert Midn.° " " " " 59-216
Langland Robt. N. Sea. "Macedonian" Court Martial of 84
"Lady Frances" the Difficulty in entering certain ports 106 110
Lay Lyman K. Midn.° returned to U.S. on "sick leave" 127 131 216
Liberia Rel. to selecting a place for procuring depôt in 219
do. Navigation of Coast. Resources & commerce of Native tribes. 221
Liebeck Wm. Marine. Service would be benefited by his discharge 290

M

"Macedonian" Frigate. Chaplain wanted on board 1. 44
do. Relative to seamen for &c. 8
do. Report of punishments 66-77-273-298. 361 516
do. Returns of Officers and men. 92. 366.
do. Comm.° Perry hopes she may soon be relieved. 188
do. Professional report of junior officers studies 305. 365-520.
do. Report of vessels seen spoken and boarded. 362 514
do. List of her officers since 1. 1845. 513
do. Rel. to men whose term of service have expired. 521 527
do. Report of her arrival at New York. Feb.29. 1845. 525
Monrovia. Arrival of the "Saratoga" at; incidents &c. 213
Murder, of Capt of Schr "Mary Carver" & Mate of Schr "Edw.° Burley" 23.71.94.98
"Mary Carver". Schr. Capt. murdered by natives of Berriby. 23.
Mc Farland Midn. applies to return to U.S. for examination 59-216
Mc Kenzie Jn.° U.S. "Saratoga" Court Martial of 82.
Mount Wm. H. "Macedonian" do " 55
Miller Dennis Sea. do. do " 86

Mc Donald R.W. Secy Freetown - Rel: to admitting Amer: vessels. 110

Macdonald G.H. Gov.t House, Sierra Leone. Rel: to Amer: Brig "Robert" 116

Morris Jo.s C. Sea: Sent home in Amer: Bark "Bacchus" 131

Mc Lanahan T. Midn Not in the Squadron 263

Mountford Vincent. To return in first public vessel. 315

Munder - Committed on board Amer: Brig "Ticcas" 232

Mc Cadden alias Mc Allen - Court Martial. 259

Mago Capt "Macedonian" exchanges commands with Capt: Hull. 350

Miller J. F. Lt. Ordered home in Merchtp "Erie" sick. 374

Mc Kinney Benj: Sea: "Preble" Court Martial 376

Mc Donough Chs. A. Acty Master. Sent home in the "Erie" sick 397

N

Navy Agent. Brooklyn - Rel: to employment cast iron materials for U.S. Brig "Somers" 2

Naval Storekeeper. Orders and instructions to. 53

Nickerson Chas. purchaser of late U.S. Sch.r "Enterprise" for a Slaver 496

Naval Courts of Inquiry - Instituted on Foreign Stations must the proceedings be forwarded to the Dept. 526

O

Orders to Commanding Officers of Squadron to furnish Masters with information for navigating the Ocean 222

Orders General - Rel: to information of vessels fallen in with 224

Officers Junior - Responsibility of Studies of 305 - 365. 520

P

Papers &c. Comm.r Hands Chaplain for the "Macedonian" 1
do. Rel.e to Comptroller's ordering him to refund on a/c of Brig "Somers" 2
do. Hands to retain 3/4ths monthly pay as "allotment" 4
do. Hands indemnified by his subscription with Comm.r Perry 31
do. Mutiny at Cabo Frio & State of affairs 39 to 42
do. Necessity of a small corps for shallow service on Coast of Africa 43
do. Restrictions imposed by British Govt on admitting Spanish 112
do. Hands to be relieved from command when "Macedonian" returns 142 146
do. Correspondence rel.e to friendly cooperation of U.S. & British Squadrons 252
do. Report his H.M. Cruize upon the African Coast 271
do. Command of Squadron transf.d to Comm.r Skinner 20 Feb. 1845. 461
do. Closer correspondence rel.e to his command of the Squadron. 489
do. Rules in reference to Western Africa 491
Parrsboro' Rel.e to Stores for Sand Cays, Teneriffe 17 20 61
"Perseus" Officers of rel.e to St Jago abandoning his command 28
do. Reports of Punishments. 63 201 280
do. Returns of Officers & men. 205 274
do. Cruising Orders & reports of cruizes. 229 262 282
do. Directed to return to U.S. for Order of Dept 281 292
Providence. List of ex "Macedonian" "Saratoga" & "Lexington" 75.
do. Final rend.s at Cabo Raya. 123 126 147 220
"Powers of Squadron. Comm.r Orders & instructions to 53 58
"Palavers" Duplicate of, held with Native Tribes. 93
Prohibitions by Acts of Parliament rel.e to the admission of American goods into the British Possessions 112
Presents Purchased & presented to Native Chiefs. 124
Purviance M. G. Candy Brig "Consort" Her miserable sailing qualities 137
Payne, Rev.d Wm. Missionary at Carailly 260

Porter Geo: B. Hallowell on "Porpoise" to be discharged 278
"Preble" Brig - Sent to Siam. to guard dispatches between the Native and settlers. 295 340
do. Sickness on board. Short surgeons report 352-362-438
do. do. do. Angry correspondence. 455
do. Report of Commissioners. 358
do. Report of vessels seen, spoken & boarded. 359
do. Returns of Officers. 366
do Muster Rolls of officers &c. 372

Q

Quarantine at Sandy Hook, Juneciffe - Statistics to the Surgeons Inspection bill. 196

R

"Ranger" Store Ship - Vessels of reference to. 35
Rhind Midn. effects to whom to be sent in event of his decease. 59 216
Roberts Governor of Liberia 19 293
Russwurm Gov. of Agency Home - Cape Palmas - letter from him & from Native Authorities. 95
"Robert" Amer. Brig Capt Cook - letter of Gov. of Sierra Leone. 116
"Rhode Island" Bark U. S. Store Vessel Relative to being boarded by N. Y. H. "Spy". 153 170
Richardson Jno. M. Chief Mate of American Brig "Oneas" Report concerning his death. 205
Rogers C. H. Navy - His Commission &c to Comm. Squadron 460
Roche Martin - Prof. Rel. to employment as teacher in the Naval School. 524

"Seneca" Brig Detachment in account for Enlisting
"Saratoga" Ships Visions at Brooklyn Navy Yard. 4 5.
do. Depositions for do. Ditto 11 12.
do Journal of Court Martial, Proceedings 13. 16
do. Report from Pittsburgh, Case of Cooke 22. 29.
do. Journal of Proceedings, Case of Cooke 23. 30
do Visit of Pittsburgh to Journal Report of Circumstances 30 to 42
do. Squadron Return of Officers &c 125 275. 300
do. Report of Punishments in the Navy of the U.S. 60 260
do. Report of Punishments &c 65. 128. 270
do. Report of Deserters, Sphere Enrolled 308. 310
Sykes. Hands proven detailed Interrogs & Answers thereof. Squadron. 7
Stillwagen N.Y. Cindy "Porpoise" Testimony for Surgeons. 25. 76
do. Report including conduct of Cond. of French Brig "Eglantine". 145
Selden Lieut. "Saratoga" Hands returned to U.S. 29
Staves Vide Case Cooke. 30
"Savannah" Delay in equipping Ves at Brooklyn Navy Yard 67
Sands Comdr. Allowance, Delay in equipping "Savannah" to Pen Ship. 69
Smith Jno. L. U.S. "Saratoga" Court Martial 73
Stuart Chas. Seaman Male. Rec. for admission to Naval Asylum. 116
Smith Jno. B. Wounded by Natives Report in his Case. 131
"Shakespeare" U.S. Sch. Visited by Officers of U.S.N. "Cygnet" 169
"Spy" U.S.N. Brig Boarded & detained Amer. Brig "Frederic Ann". 153. 170
Stewart John. Sea. "Macedonian" Court Martial. 150
Standen Robt. G. Brig "Lucas" Stabbed & killed by Male Natives 2. 3
Sweeney Jno. alias Jno. Smith. Sea. Court Martial Proceedings 3
Smith Wm. Taylor. St. "Robb" Sent home in the "Erie" Sick. 111
Skinner Chas. in Command of Squadron transf. to him 20 Feby 1840. 46

T

Talbot	Comd[r] "Saratoga" Young men apply to be detached		10
do.	Orders to open his ship at Blue Lindens wards		2.3.5
do.	Sends American Brig "Lucas" to U.S.	232	239
do.	Visit to the "Sabrina" off King Glass Town		304
Tilly	John, Sea. "Macedonian" Court Martial		10
Trade	of Western Africa - State of		118
"Thorn"	Brig, Comd[r] Bruce. Sailed from Sierra Leone for Bermuda		251
do.	Repair of injury sean, Station rejoined		3[illegible]3
do.	Comd[r] Bruce's circuit from the Gabonas to the Equator		402
Turner	U.S. Comd[r] Ordered to receive the sick of the "Peckle" on board the Merchant "Cio"		413

U

"Lucas"	Amer. Brig - Sent to U.S. by Capt. Talbot.	232.
do.	Suspicion of her being a "Slaver."	239.
do.	1st Mate Richardson attacked & killed by U.S. Sailor	2311.

V

"Vigilador" the - a Spanish Slaver of great notoriety - 15[illegible]. 289

W

Watkins	H. Carrington - Acty Master of the "Porpoise" Prefers charges against Lt. Comdg Arthur Lewis.	35
Waggaman	Floyd. Wounded Midshipman Sent Shore, Adm[n]	56 57 65
do.	Reported very sick must return to U.S.	211
Wells	Sailing Master. Capt. Bodgett, Ordered to the "Decatur"	5[illegible]
Western	Africa - State of the Trade of	118
do	Notices, by Comm[r] Perry	4[illegible]

Watkins Jn.° O.S. Sent home in Amer. Bark "Bacchus" 131
Wilson Edm.° Comdg N.S.B.M. "Cygnet" Ack. to Amer. Sch. "Shakespeare" 170
Wood James. Chief of an Amer. House, Grand Canary. Known as House of Hall & Coggan &c. claiming redress from Spain 189, 195
Wesley Lewis. Surgeon "Decatur" died on East Africa 21 July 1844 2[illegible]
Wood Chas. H. Marine "Decatur" Ordered home for discharge. 30[illegible]
Williams Geo. S. Master. Brig "Eugene" suspected as a Slave trader 329. 33[illegible]

Y

"Yorktown" Comd[r] Bell. Report of his cruize from the Galenas to the Equator 403

Sir,

I beg leave to state to the Department that I should be glad if a Chaplain is attached to the Macedonian Frigate

with great Respect

Your most Obt Servt

[signature]

Commanding Naval Forces

destined for the Coast of Afr.

Honble

A. Plumbeus

Secretary of the Navy

Washington, D.C

If there be a
no encumbr
he may be ord

Chaplain Talbot
ordered 14 April 184

fo 228 April 12 Hal

[illegible]

I have the honor to enclose a Copy of a letter which I have received from Captain Hardy dated at New York, in which he requests that the Ordnance Stores & Provisions allowed by Act of Congress to the Vessels under his Command may be furnished on the Requisitions of the Commanders of the Vessels as they may be wanted for the Accommodation of his Officers & Men

I have also received a Letter from Commander Sands a Copy of which is enclosed, stating that Provisions have been furnished to the Officers & Men of the Vessels under his Command by Requisitions signed by Himself, there not having been any Provisions put on board the Vessels at the Time they were put in Commission

It is therefore somewhat singular that I should be called upon by the Navy Agent to make upon allowed Requisitions of Provisions for the Officers & Men of the Vessels under my Command, while the Vessels are lying in the Harbour, & not before they sail

It is also necessary that in the Case of Sickness or other Accidents, Provisions should be furnished to the Officers & Men of the Vessels, which cannot be done by the Navy Agent, unless he is furnished with Requisitions from the Commanders of the Vessels, & as it would be very inconvenient to the Navy Agent to be furnishing Provisions in small Quantities, & frequently, I have directed that the Provisions for the Officers & Men of the Vessels under my Command, should be issued from the Public Stores, upon Requisitions signed by the Commanders of the Vessels, & countersigned by me, which mode I conceive will be attended with less Trouble & Inconvenience to the Navy Agent, & more Satisfaction to the Officers & Men

I am Sir
Your most obedient Servant
Secretary of the Navy

[illegible] [illegible] [illegible] [

p 238 April 14

New York.
April 17th 1863.

Sir:

I respectfully ask permission to resign the office of Midshipman & tender my resignation to take effect when the requirement may be complied with. I respectfully request to join the Vincennes, now at this port, & have completed my preparations to depart. I have been educated under my charge and desire to continue in the service as the circumstances that he should remain with me

I have the honor to be
Respectfully
Your Obedient
Servant
[illegible]
Midshipman U.S. Naval Forces
Asiatic Station

Hon
A P Upshur
Secretary of the Navy
Washington
D.C.

P 248 April 19

4

New York
May 6th 1845

Sir)

I have the honor to report the arrival at the Navy yard, Brooklyn, of the Sloop of War Saratoga, Commander Stribling

So soon, as the arrangements authorized by the Department can be completed, and the complement of her crew made up I propose to sail in her for the station assigned to my Command.

I have the honor
to be very Respectfully
Your Obt Servt
[illegible]
Commanding Naval Forces
destd for the Coast of Africa

Hon.ble A Pluskenen
Secretary of the Navy
Washington D.C

P 183 may 11 Ho

6

New York. May 11th 1863.

Sir

I have the honor to acknowledge the receipt of your letter of this date informing me that it is the desire of the Department that the Paraloga should sail on her destined cruise at an early day and practicable. Every effort will be made to obtain the remainder of the seamen required, and to complete the few arrangements in her armament &c which have been authorized by the Department

I have the honor to be
Very Respt
(Signature)
Comdg N. Forces East Coast
to the Coast of America

Hon. A. B. Upshur
Secretary of the Navy
Washington.

p 187 may 13

6

New York. May 11th 1863

Sir

I have the honor to inform you that I am a Lieutenant of the Navy and have served upwards of twenty years. I have a family consisting of a wife and two children, and my pay as Lieutenant is my only support. I have been informed that I am entitled to draw from the State of New York a bounty of $300 for each man I may enlist into the service of the United States. I have enlisted a number of men, and am desirous of receiving the bounty to which I am entitled. I have therefore to request that you will direct the proper officer to pay me the amount due me.

I have the honor to be
Very respectfully
Your obedient servant
L. A. Lee
Commdg. 4th Division
of the Coast of Virginia

Hon. G. V. Fox
Secretary of the Navy
Washington D.C.

done 13 Mar

P 184 May 13

Brooklyn May 16th 1843

Sir

I would respectfully ask for authority to detail some suitable person of the Squadron under my command to attend to the duties of receiving and delivering such stores as may be from time to time sent to the Squadron until a regular Storekeeper is appointed by the Department, to whom the persons detailed, by me might act as an assistant —

The pay allotted to the Secretary of a Commodore, would, I respectfully suggest be a just compensation for this person —

I am Sir
Very respectfully
Your Obt Servant
C. R. P. Rodgers
Comdg Naval forces
destined to Coast of Africa

Hon A. P. Upshur
Sec of the Navy
Washington
D. C.

ans? May 18

p 208 May 18 6

Brooklyn

[illegible] 1863.

(Copy)

[illegible] respectfully to
request that Mr. Chester, the Engineer, to ship
a few blacksmiths, & such workmen as may be
necessary, for all the Iron vessels now in
the Coast of Africa, - This class
of men are much in demand in this
climate, & can only be procured to
visit as Vessels arrive at Liberia in the
Spring.

Should no suitable men offer to ship for the Service, it would be necessary to obtain the Engineers consent to employ Colored men.

(Copy)

Bureau of Steam Engineering
Navy Department
Washington D.C.
June 11th 1863.

Commdg the Iron Vessels of War
on the Coast of Africa

Sir:

Mr. Engineer Chester has been directed to ship a few Blacksmiths for the Service, should he not obtain the Engineers consent to employ Colored men.

Very Respectfully
Your Obt. Servt.
Wm. H. Shock
Chief of Bureau

aus d. May 18)

p 209 May 18 60

(Copies)

I have the honor to transmit the enclosed, letter from Commander Stanly,

I know nothing of the claims of the officers & men [illegible] but I do not think they should be considered as [illegible] that other vessels may be entitled to [illegible] I do not think

I have the honor to be
Very Respectfully
Your Obt. Servt.
[illegible]
Commdg. U. States Steamer
[illegible]

Hon. Wm. A. Wheeler
Secy. of the Navy
Washington D.C.

N 2-44 may 25

U. S. Sloop Saratoga
off the Navy Yard
Brooklyn May 2d. 1843

Sir

I have the honor to report that the complement of the crew of the Saratoga will probably be completed by Tuesday the 31st inst.; when the Sloop will immediately be put in Commission for sea, and, (if none) to leave the Port by the Saturday following.

I give this notice in time to the Department in the probability that there may be further instructions or despatches intended for me.

Unless otherwise ordered, I shall proceed to sea so soon as the Ship can be got ready.

I am Sir
Very respectfully
Your Obt. Servant
&c &c &c
Comdt U. S.
Ajutant Generalship

A. Phot. Smith Esq.
Acting Secretary
of the Navy
Washington
D. C.

and May 29

p 233 May 29

No 1

P 249 June 8 M

No 2

U. S. Ship Saratoga
Santa Cruz, Island of Tenerife
June 29th 1843.

Sir

A vessel having arrived at this port this morning from the United States, and as she departs this evening for Alexandria, I take the opportunity of informing you of the arrival of this ship at this port 19 days from Norfolk.

Being anxious to reach the coast, I did not touch at Funchal, Madeira, or any other port for the reparations these ships, (viz Saratoga & Levant) have received from the Gale of the 8th inst. I am happy to inform you that the damage sustained by the Saratoga is not of a serious character, and will be repaired in a few days. The Levant has not suffered so much, but will be detained for a few days longer than the Saratoga.

I have the honor to be
very respectfully
Your obt. Servt.
[illegible]
Secretary of the Navy
Washington, D.C.

the coast, and the Cape de Verdes
Our detention has been another
unfortunate circumstance, but I hope
to break out, retain and cleanse the
effect of this stop, which I can't thought
to be necessary.

I have had considerable
pecuniary loss, still I hope
not to be unprovided of the ship before
reaching our port. The Peruvian
port remains blockaded.

Present, Ezra B Smith

Purser, attached on the passage out

I have the honor to be
Respectfully
your Servant
[illegible]

Com[illegible] Stockton

sp 19 Sept 19 19

No 3

U S Ship Saratoga
Santa Cruz Roads. Is of Teneriffe
July 4th 1842

Sir

I have the honor to enclose herewith a copy of a letter from the Purser of this ship, Mr Bridge, furnishing information in regard to the facilities of obtaining at this place, money for the use of the African Squadron, and of my further address that from enquiries made by me this is the only place within the scope of my command, where money can be advantageously obtained, and that must favorably by vessels or Sundries.

As neither myself or Mr Bridge have received instructions as to the manner of drawing money, I have thought it advisable to bring the subject to the notice of the Department, in order that directions may be given for my government in this respect

The rate of exchange with Sundries being at this time in favour of the U States against them. Bills can be given on

Hon. A Upshur
Secretary of the Navy
Washington D C

the hands of the Minister here through
the Agents of the United States at London,
at a Loss of about 10 or 12 per cent
Discount. and Triplicates of
Letters from the Department addressed
to this Squadron, under Cover to the
Consul at Terceira or at Port Praya
will reach their destination if for-
warded by the way of London or Cadiz.

I have the honor
to be Respectfully
Your Obt Servt

[signature]

Commd'g US Naval Forces
Coast of Africa

Comm.r M.C. Perry - African Squ

July 4 · 1843 -

Ans.d —

p129 Sept. 8 a

(Copy)

U.S. Ship "Saratoga"
Santa Cruz Tenerife, Augt 4th 1853

Sir:

In compliance with your directions I have made enquiries of the U.S. Consul and other gentlemen of respectability here as to the practicability of raising money for the use of the Squadron, and am informed that bills of exchange on London are always readily negotiated at a premium of eight to ten per cent, while bills on the U.S. are not wanted, and can only be sold at a considerable discount.

As we have no Navy Agent for this Station it will be necessary to draw for such sums as may be wanted from time to time.

I may add that I have received no instructions from the Department relative to the manner of procuring money for the use of this Ship

I am Sir
Very Respt. Yr Obt Servt
(signed) W. F. Lee

To
M. C. Perry
Commander in Chief of the
Pacific Squadron.; Santa Cruz

Enclosure

No 1

U. S. Military Telegraph
Washington, D.C. Feb 5th 1864.

Sir

I have the honor to inform you that the Department on the 2nd inst. (Letter No 201) stating the removal of the Military Telegraph at this Post would be unnecessary for the present, as the Secretary of War had suspended the order.

Advantage has been taken of the short interval to thoroughly overhaul the lines, in such a manner that the Military Telegraph will be able to render more efficient service than ever before, to public officers, & in emergency such as which, I therefore would recommend prompt attention to their health and speedy clearing of the lines.

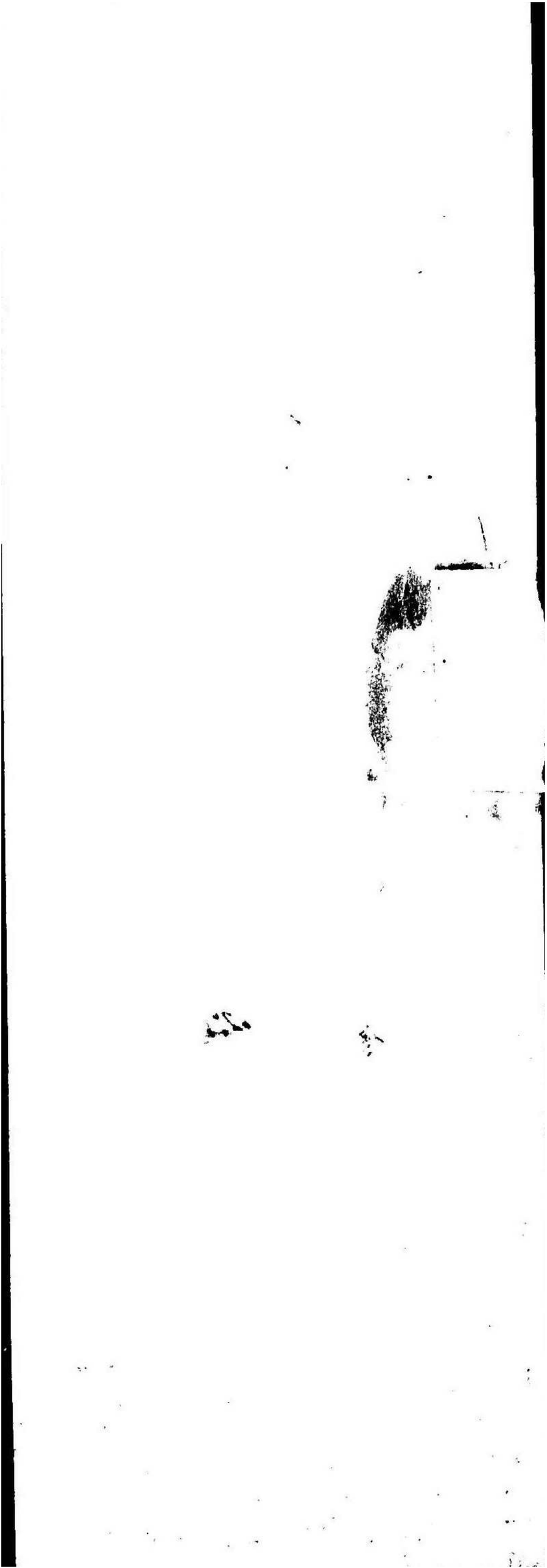
We are this morning

Very Respectfully
Your Obedient
Servant

[illegible]

Commanding U.S. Military
Telegraph Lines

Hon. [illegible]
Secretary of War
Washington, D.C.



91

ac H? Dec. 20

bregmat

Sept

Ad

N° 5

Hon. J. Sharp Williams
Chairman, Committee on
Public Buildings
House of Reps

Sir

I have the honor to respectfully call your attention to the Department's recent ruling that Letters of Secretaries, whether written by the Secretary himself or by his Executive Secretaries, shall be considered as Official Communications.

It is the result that this ruling will add thousands of dollars per year to the postage bills of Members of Congress, and I am of opinion that the purpose of the franking privilege would be nothing more than a farce

Hon. J. F. Shafroth
Secretary of the Treasury
Washington D.C

[illegible] the Commanding officers, the
[illegible] be found on the
[illegible] regulations regulating impor-
[illegible] vessels
[illegible] from foreign ports in the U States
[illegible] the Registers to the Collectors,
[illegible] almost
[illegible] the world, including
[illegible] are exempt from
[illegible] delay.

I thought it my duty
to investigate it strictly towards
a regulation which bears so unfairly
upon American Trade, and in
order that it will either
be rescinded or reconsidered if necessary

I have the honor to be
very Respectfully
Your Obt. Servt
M. C. Perry

Commanding U. S. Naval Forces
West Coast of Africa

Wash. Dec. 24

Hon

[illegible]

Santa Cruz de Tenerife
5th February 1845.

Sir

I have the honour to forward you inclosed, the answers I have received to my official notes, on the subject of your letter dated the 3rd instant from the governor general, the Intendente and the Jefe Politico, with estimate of duties, charges &c on the goods therein specified that may be landed on Deposit for your exportation to Republic of Liberia. Mr Yates at Madrid the engineer officer of this service having requested and regards accordingly from the British Minister at the Court of Spain the duties I have to direct this shall be continued duately be remitted

I have the honor to be

Sir your most obedt humble

Servt

Virginia Scrope Carter.

Com. H. C. Perry
U.S. Naval Forces
on the Coast of Africa

I hereby certify the above to be a true copy from the
Consul's Records.

Commo's Secretary

The expenditure of loading and storing provisions &c in Export are as follows.

The charge for a lighter that will discharge
from 8 to 10 tons. two dollars. $ 2.00

Porters for landing each boat load on
the wharf sixty six cents 1.65

Hire of the Crane for landing two
cents per barrel. . . . . 0 " 2

Carriage to the stores four cents per bbl " 0 " 4

Porters employed in storing are paid
by the day thirty seven and a half
cents each. — . . . . " 1 " 37½

Rent of a store that will hold one hun
dred and fifty tons. per month eight dollars. " 8 - 00

Duties

On landing one half per cent
On shipping one half per cent } one per cent
On the Tariff Valuations, say

Beef valued at 160 Rials vellon per bbl		"	$ 8.00
Pork do	" 240 do	per do	" " 12.00
Flour do	" 130 do.	per do	" " 6 " 30
Rice do	" 90 do	per quintal	" " 4 " 30
Cordage do	- " 400 do.	per do	" " 20 - 00
Bread do	" 120 do.	per do	" " 6 " 00.
Pilot Fish do	" 52 do.	per do	" " 2 60

For instance: the duty on a barrel of
Beef valued per Tariff at 160 Rials vellon would be
pay eight cents duties — — . . — $ 0.08

Santa Cruz Tenerife, this 5th 1845
Respectfully, Respectfully.

I certify the above to be a true copy from the
original

Thos Rodgers.
Consul Secretary

No 16

All Subjects connected with
Masters of Vessels
Copy to Consuls Ships U.S.

Sir

I have the honor to enclose a duplicate of a letter No 5 addressed to the Department from this place, as also duplicates of letters Nos 374 of previous date, copies of which are transmitted for reasons that it is most frequently necessary to hand out papers from this Station through circumstances and not necessarily in channels

I am informed by Gardner the U.S Consul for these Islands, that he has communicated fully to the Department all necessary information respecting the commerce and Shipping of these Islands and also the Masters of Vessels frequenting the same, which will be seen from the Statements herewith transmitted, it is therefore unnecessary that I should enter into any further details on the subject.

I have the honor of referring to my Despatch No 14 of the 30th ultimo, and to inform you that the Whaling Ship Montezuma, Capt Hathaway, has arrived at this Port from the Northward with 1100 Bbls Sperm Oil.

I am Sir
Your obedient Servant
Secretary of the Navy
Washington D.C.

Wed. Dec. 20

Tuesday

1800

[illegible] [illegible] [illegible] [

P.S. The Officers and Crew are all
well

ack? Dec. 20

No 8.

U S Ship Saratoga
Mesurado Roads Monrovia
West Coast of Africa
August 3rd 1843.

Sir

I have already seized
leaving the United States addressed to Secretary
letters to the Department transmitting
every information in reference to the
movements of this vessel and I
now have the honor to report my
arrival at this place on the 1st inst
where I intend to accordingly to appointment
ment the Purport of Instructions.

Every thing is quiet at the
American Settlements and so far as
I can learn by diligent enquiry the
American flag has not been insulted
in two years or any part of the coast
by any vessel engaged in the Slave
trade But on this and other points
connected with the duties of my Command
I shall be better prepared
to communicate with the Department
after having been longer on
the Coast.

Arrangements are in
progress for obtaining the natives
of Liberia and Sierra for the interior

I have &c &c &c
Secretary of the Navy
Washington D.C.

of the Master of the Schooner Mary
Carver and mate of the Schooner
Edward Barclay, But I learn from
the Authorities at Monrovia and
Cape Palmas that to secure the
surviving ring leaders of two of
the [redacted] murders
at Berrebi, hanging must be decided, it
will be necessary to proceed by
Stratagem and with great caution.

I found at Monrovia a Chief
man of the people at Sinoe sent here
expressly to meet me and to request
me to appoint a Palaver (conference)
with all the Chiefs in order to
arrange the affairs of the murder
of the Mate of the Edward Barclay
according to Native custom, Gover-
nor Roberts & I have appointed the
early part of November for the
palaver, a season more favorable, as
communication with the Shore, during
the present, the rainy season) owing
to the constantly prevailing on shore
winds and heavy surf there is
much less communication, and to make any attempt ef-
fectual it must be certain as a
failure would render matters worse.

Though the smallest description of armed vessel would be sufficient over to chastise these people Governor Roberts is of opinion that an imposing force before the towns and along the neighboring coast

would have a salutary influence, impressing upon the natives greater awe of the American flag - hence another advantage in detaining the squadron until the arrival of the Macedonian [redacted] when it is my purpose to communicate with all the various tribes along the Coast and to admonish them of the necessity of observing and treating the American in trading vessels in a friendly manner.

I have the honor
to be respectfully
your obt. Servt
[redacted]

Commanding the Squadron
off Africa

Original rec'd Oct 28

Rec'd Feby 20 - 18

109

Extract of a letter from
Lieutenant Governor Simcoe
to Major Gen.l Hunter
dated 4th Augt 1793

(Private)

I have the honor to enclose
herewith a copy of the instructions
given by me to the Commanding Officer
at Detroit, in case

of the Department of Miami
becoming that object of immediate
attention. I have consulted with the Surveyor
General, with the Attorney General, that
the Arrangement to the Civil Line to be drawn
may be delayed.

I have the honor
&c. &c. &c.

(Signed) J. G. Simcoe

Major Gen.l Hunter
&c. &c. &c.

303

P. 427 Feby. 20 – M

Copy

Washington Territory
Kitsap County
August 1st 1853.

Sir

I have received your instructions dated the 6th ult. to be present at the examination of Teachers to be held on the 2nd Saturday in this month, and to report the number present, and the number who obtain certificates.

I am sorry to inform you that only one Teacher has appeared at the examination, and he has not obtained a certificate, having failed in Arithmetic, Geography, Grammar, History, and Penmanship. I have therefore granted him a certificate of the 3rd class, which will only be valid for the present District. I have also granted a certificate of the 3rd class to Miss Sarah Ann Hall, who has taught a School in Port Madison for the last 6 months, but she has not obtained the number of marks required to entitle her to a certificate of any class. I have therefore granted her

[illegible] and shall be found that she has
[illegible] through the Pacific ocean, pro-
[illegible] to China by the usual [illegible]
[illegible] to the Japan seas, in which [illegible]
[illegible] to the Japanese authorities, the
[illegible] of your visit, and the [illegible]
[illegible] to the Emperor.

And as this visit may be [illegible]
[illegible] of the Japanese Govt. of
[illegible] wishes to avoid the
[illegible] of your vessels, and to
[illegible] the Japanese authorities
[illegible] to be furnished with [illegible]
[illegible] the [illegible] of your vessels, and
[illegible] to be supplied by pro-
[illegible] with [illegible] and tenders of service,
[illegible] the friendly respect of all, of any
[illegible] nation, with whom you or they
[illegible] may have intercourse,

I am Sir
Respectfully
Your Obt Servt
signed M C Perry.
Commanding the Naval
Forces Pacific of U. States

Certify the above to be a true
Copy. Frm. Rodgers
Commodore's Secretary

. l'olè

The Officers Commanding Companies will see that all Men
under their Command, are Shaved

U S Ship Saratoga
Messrs Roach, Harwood
August 3rd 1843

(Sir)

I have to request that you will
make yourself acquainted with the
circumstances of the various settlements
on this Coast, may from time to time
furnish me with such information as may
come to your knowledge relative to the
trade of the Country, and the conduct
of the Traders, and generally as to the
state of affairs.

You will also make the necessary arrangements
with the Consignees of the Ship, for the
prompt discharge of her cargo, and
procure a return freight as soon as
practicable, which will be the principal
object of your attention, and you will
keep me advised of your proceedings
from time to time.

I am Sir
Your Obt. Servt
(Signed) A Pinkham
Secretary of the Navy
Washington

of the American Seas.

And I shall receive specific instructions. I shall forward copies of proposals submitted and report the appearance and recognition of these Settlements as belonging to the States, through the Department of State, and will be constantly ready to take any steps which may be considered necessary for the protection of the Nation, and to assist Citizens abroad.

I am Sir
With Great Respect
Your Obt Servt

Commanding Naval Forces
Coast of Africa

[redacted]

[redacted]

[redacted]

Imp.a Re.a Oct

[redacted]

[redacted]

[redacted]

U. S. Ship Macedonian
Messrs. Reads & Norris
August 5th 1813

Sir

I have received the inclosed letter, & in compliance to the orders of Lieut Selden has instructed my remarks to be made, & have not yet received dispatches from abroad to be sent upon shore grounds, on account of ill health

I can have no objection to the return of Lieut Selden, but I do not consider myself at liberty to permit it until I have reference to the Department

I am Sir
Very respectfully
Your Obt Servt
[signature]

Commodore Decatur
Commd. U. S. Naval Forces
East of Africa

Hon. Wm. H. Crawford
Secretary of the Navy
Washington D. C.

M. S. so informe
29. Septbre 18

No 11

U. S. Shipwright
Mechanicsville Landing, Monmouth
Aug 5th 1845

(Copy)

Navy Department
Aug 5th 1845

Sir

I have the honor to enclose herewith the letter from the Board of the Porpoise written in accordance with a call from me. These letters will inform the Department of the circumstances which induced Lieut. Lewis to abandon his command and to return to the U. S. without permission.

In consideration of the derangement of the existing rules and regulations of the service in the dismissal of the officers and men produced by frequent changes of Commanders, each succeeding one establishing his own notions of discipline & how I thought it best for the interest of the service and for the parties, not to make any temporary appointment to the Porpoise (which could not in the [redacted] be for a few weeks) until the Secretary of the Navy

Shall have

[redacted]

Applied

Secretary of the Navy

Washington

DC

it would be determined, who, among the Lieutenants of the Squadron would be entitled to the Command.

From the Great Respect I bear to Admiral [redacted] Command of his Majesty's Ships, Coast of Africa

11155 Sup A. 28

U. S. Brig Porpoise
Monrovia August 3d 1843

Sir,

In obedience to your order, received through Lieut. Comm.g Stellwagen, I have to inform you, that I consider the motives which led Lieut. Lewis to return to the United States, to have been the sole of avoiding a Court Martial and of escaping the consequences of his misconduct, by throwing himself upon the mercy of the President of the United States.

Respectfully &c
G. F. Shipman
Lieut. U. S. N.

Comm.g
M. C. Perry
Commanding U. S. Naval Forces
Coast of Africa

Forwarded to the Hon. Secretary
by Lieut. Com.g

[illegible]

[illegible]

[illegible]

[illegible]

Returning herewith the [illegible]
[illegible] I beg leave to suggest that the
[illegible] be made [illegible] the [illegible]
[illegible] and that [illegible] be [illegible]
[illegible] Mantua, and that [illegible] be [illegible]
[illegible] Mantua, and that [illegible] be [illegible]
[illegible] Mantua,

H. M. S. Big Repulse
Mediterranean Aug 3rd 1843

Sir

I proceed to inform you that I received through Lieut. Commdr Stellingsen, to whom in hunting, the readers of Lieut. Seems's return home from this Ship, as well as his Instructions conduct while in Command I have respectfully to refer you to the accompanying Copies of the report of Lieut. Mar-ten of H.M. Ship, & this letter signed by the Headmen Officers to the Hon Secretary of the Navy. Some of the Charges contained in the Petition I was witness to. As to his reasons for returning home - they were entirely, to enlist the Sympathy of the Parliament to get rid of a Court Martial.

I am Respectfully
Your obd. Servt
By Midshipman by
desire
H. C. Pascoe

To
Commo. the Hon. F. Berry
&c &c &c Naval Forces
on the East Coast of Africa

U.S. Brig Lexington
23 August 18[illegible]

Sir,

Agreeably to verbal instructions received through my Commander, I proceed to state the cause of return to the United States and period of my detachment off Lt Commdt Lines late command — & respectfully state that the cause of such return is the fact of having not been officially informed* — but consider this return as sanctioned by the reputation of the Secretary and the service — as his conduct on board is above censure & unsupported, but creditable to this Commander & the U.S. Corps of Navy — I claim the benefit to be

Yours Most Obt Servt
Geo. J. Selden Lt

Genl Jno Wilson
Adjt Genl of Marines
Navy Office
Washington

* Remark on account of Acting Master Watkins desertion —

Geo. J. Selden

U. S. S. Princeton Shanghai
October 3rd 1853.

Sir,

According to your orders through my Commander Mr. McCauley, I herewith transmit you a copy of my letter to the Hon. Secty. departing Lieut. Adams for Boston duck &c. I regret this mission returning to the United States if only from the fact that he could not be intended doing so for the purpose of transacting business in the Secretary of the Department.

I have the honor to be
Sir, Your obt. Servt.
Wm Harris Gunner U.S.S. Princeton

To Master U.S.N.

Commo. M. C. Perry
U.S. Steam Frigate
Mississippi
Yokohama Bay Japan

U. S. Brig Porpoise
Porto Praya
June 1st 1843

Sir,

It is with deep regret that I find myself under the unpleasant necessity of reporting to the Dept. the outrageous conduct of the Commanding officer Lieut Arthur Sinclair commanding U. S. B Porpoise. It has been my intention to forward this report some time, but being under the impression that the brig would be compelled to return to the States for provisions, I had deferred this painful duty until our arrival here as we have just received intelligence from the States to remain on the Coast

I now must respectfully lay before the Dept some of the circumstances which have given cause for the accusations which I have framed. I would beg leave to state that this is done from no personal motives but from a strict sense of the duty I owe to the Service which he has so much disgraced. The charges I have to prefer are the several ones of repeated acts of outrageous drunkenness, utter disregard for the truth, total want of veracity, unofficer like ungentlemanly and scandalous conduct exhibited upon so many occasions as to render it impossible longer, to refrain from calling the

[redacted]

his conduct framed upon his having been upon numerous occasions in the most degrading state of intoxication on board this Ship in harbor, at sea, and on shore before the officers and Citizens of this State &c. Caused not by accident, or Compulsion

turn over

intercourse [illegible] by drinking alone in his Cabin and in the fore part of the ship on shore. He has been repeatedly [illegible] drunk on board the Ship and on shore and to the [illegible] in consequence of his performing his duty, upon the first night [illegible] from Porto Praya he [illegible] the Cabin door with a Stick and [illegible] the Cabin [illegible] to endanger the lives of the Men whilst carrying Despatches and upon other occasions he has [illegible] the night lying [illegible] upon the Cabin floor in a State of Stupid intoxication.

The occasions upon which he has exhibited himself on Shore in a State of [illegible] intoxication to the Disgrace and Dishonour of the British and Portuguese Officers with Colours, of the Consul at Porto Praya are too many and to be Embraced in a Report of this nature, Facts whereof can be fully proved by [illegible] have been shewn by [illegible] stating a Passage from Capet. Dale of H.B.M. Ship Magicienne and afterwards stating it to have been the Entire fabrication of this [illegible] who [illegible] to an official Communication with the Officers, and to the Causes to be pursued by him. The [illegible] proceeding Read from the U.S. Store Ship Erie under false pretences, and in drawing such a total want of [illegible] as to have [illegible] his

[illegible] Consideration [illegible] have been shewn by the Language used to the Purser upon Board de Capetown telling them "he would pay anything for his own Purposes" in speaking to and of Officers, frequently calling them

[illegible] of kitchen &c.—and using the most disrespectful language to the [illegible] officers of this Department.

The foregoing are a few of the many specifications which I have to bring, which will be forthcoming at the trial of the dept.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

passage

Rek? Dec. 20

R. 205 — Oct. 28 — Ad

304

N° 14.

de K? Dec. 20

No 203 [illegible]

ceh? 2Dec.20

BP 202-Oct 28 A

P 263 Jany 27

P 265 Jany 29

Copies

U S Ship Essex

Monterey California

August 1st 1846

Sir

I have the honor to inform you that
in consequence of the information I received
on the 29th ult. from Lieut Commanding Gillespie
of the Marines, I proceeded with the
force under my command to the Pueblo
of San Jose, and on my arrival there
learned that Lieut Gillespie had left
with a party of men, for the purpose
of enlisting recruits, and had proceeded
to the Sacramento River.

I have the honor
to be
very respectfully
your obt. servt
signed Chas. L. Heap

Com. W. B. Shubrick
Com. &c &c &c
U S Naval Forces
on the Pacific Station

Sir

In consequence of the information received from
Lieut Gillespie of the Marines, that Lieut Commanding
in the ground of Recruiting service in the
Sacramento River, was about
to proceed with a party of men to the Sacramento
River for the purpose of enlisting recruits
for the present movement

— Lieut Hellenbagen has not been attached or duly
assigned to Service in the Squadron under Lieut Commd
in Chief of which I have given you notice
attached to the Squadron, I deem it unnecessary
to postpone any appointment to the next
vacation joining the Macedonian & unless
determined who is entitled, by Seniority,
to such command, when your orders

Private and confidential.

U.S. Ship Saratoga
Monrovia April 3rd 1843.

Sir,

I respectfully request that you will reconsider your yesterdays decision, you say that if the Volunteers had not come forward as they did, you would not have commanded on that ground you must also command on that ground you would not have commanded at all. Now Sir I had a right to suppose from your conduct that you could command or not as you pleased, and I deem it more than probable that you will not command, this not from any unwillingness on your part to command the Macedonian. It is that duty must attend to be done & you are not in the Service where I cannot afford to lose any things, & I do not say how I am to be supported by a right spirit to obtain

Yours &c
M. C. Perry
Com. U.S. Naval Force
on the Coast of Africa

Very respectfully
Your Obt Servt
Wm Chaddleton Hunt
Surgeon Saratoga

U S Ship Ohio
Port Leo off Cape Mesurado
August 1st 1833.

Sir

I have particularly delayed
replying to your letter, under the hope
that, that I might have some
answer upon the contents, such
consideration has been given to it, as
I am warranted to say that in my
judgement it is not only highly ne-
cessary to me, but it is extremely to
the interests with my Government
and all the citizens of the United
States that I should

The two letters you have written
(one dated) perverted the meaning of my
letter to you, but have caused much anxiety
to you

You know that I have always
considered you a friend and as such
I have

Black Temperance Society, [illegible]
[illegible] Black Republican [illegible]
[illegible] Black Democratic [illegible]
[illegible] Black Whig [illegible]
[illegible] Black Abolitionist [illegible]
[illegible] Black Anti-Slavery [illegible]
[illegible] Black Anti-Masonic [illegible]
[illegible] Black Anti-Catholic [illegible]
[illegible] Black Anti-Mormon [illegible]
[illegible] Black Anti-Polygamy [illegible]
[illegible] Black Anti-Prohibition [illegible]
[illegible] Black Anti-Temperance [illegible]
[illegible] Black Anti-Suffrage [illegible]
[illegible] Black Anti-Feminist [illegible]
[illegible] Black Anti-Socialist [illegible]
[illegible] Black Anti-Communist [illegible]
[illegible] Black Anti-Fascist [illegible]
[illegible] Black Anti-Nazi [illegible]
[illegible] Black Anti-Racist [illegible]
[illegible] Black Anti-Sexist [illegible]
[illegible] Black Anti-Homophobic [illegible]
[illegible] Black Anti-Transphobic [illegible]
[illegible] Black Anti-Ableist [illegible]
[illegible] Black Anti-Ageist [illegible]
[illegible] Black Anti-Classist [illegible]
[illegible] Black Anti-Speciesist [illegible]
[illegible] Black Anti-Environmentalist [illegible]
[illegible] Black Anti-Animal Rights [illegible]
[illegible] Black Anti-Vegan [illegible]
[illegible] Black Anti-Vegetarian [illegible]
[illegible] Black Anti-Omnivore [illegible]
[illegible] Black Anti-Carnivore [illegible]
[illegible] Black Anti-Herbivore [illegible]
[illegible] Black Anti-Insectivore [illegible]
[illegible] Black Anti-Piscivore [illegible]
[illegible] Black Anti-Avivore [illegible]
[illegible] Black Anti-Mammalivore [illegible]
[illegible] Black Anti-Reptilivore [illegible]
[illegible] Black Anti-Amphibivore [illegible]
[illegible] Black Anti-Fishivore [illegible]
[illegible] Black Anti-Crustaceivore [illegible]
[illegible] Black Anti-Molluscivore [illegible]
[illegible] Black Anti-Echinodermivore [illegible]
[illegible] Black Anti-Cnidarivore [illegible]
[illegible] Black Anti-Porifervore [illegible]
[illegible] Black Anti-Protozoivore [illegible]
[illegible] Black Anti-Bacterivore [illegible]
[illegible] Black Anti-Virivore [illegible]
[illegible] Black Anti-Prionivore [illegible]
[illegible] Black Anti-Viroidivore [illegible]
[illegible] Black Anti-Satellitivore [illegible]
[illegible] Black Anti-Deltavirivore [illegible]
[illegible] Black Anti-Sputnikivore [illegible]
[illegible] Black Anti-Explorerivore [illegible]
[illegible] Black Anti-Vanguardivore [illegible]
[illegible] Black Anti-Juno-Ivore [illegible]
[illegible] Black Anti-Atlas-Ivore [illegible]
[illegible] Black Anti-Delta-Ivore [illegible]
[illegible] Black Anti-Epsilon-Ivore [illegible]
[illegible] Black Anti-Gamma-Ivore [illegible]
[illegible] Black Anti-Beta-Ivore [illegible]
[illegible] Black Anti-Alpha-Ivore [illegible]
[illegible] Black Anti-Omega-Ivore [illegible]
[illegible] Black Anti-Sigma-Ivore [illegible]
[illegible] Black Anti-Tau-Ivore [illegible]
[illegible] Black Anti-Upsilon-Ivore [illegible]
[illegible] Black Anti-Phi-Ivore [illegible]
[illegible] Black Anti-Chi-Ivore [illegible]
[illegible] Black Anti-Psi

and makeng to the

Duplicate and Triplicate

ack? elbarch

for survey and m-
to the
them to be

place of sale, and the said Thomas
undertakes to pay the immediate charges
to the actual Receiver, incurred by the
removal of the said Goods, to the said
place of sale, and the said Thomas
undertakes to pay the immediate charges
to the actual Receiver, incurred by the
removal of the said Goods, to the said

Thaggaman Esq
Actual Store Keeper
H.M. Customs Office.

U S Ship Macedonian
Mesurado Roads
November 20th 1846

Sir

I enclose the return of punishments on board the U S Brig Porpoise, inflicted during the temporary command of Lieut Com Stellwagen,

I am Respectfully
Yr Mostobt Servt
M C [illegible]

Commanding U S Naval Forces
Western Coast of Africa

Hon David Henshaw
Secretary of the Navy
Washington D.C.

R 202 Dec 22

Nov 20

P. 320 Feby. 27-

I have the honor
to be Respectfully
Your Obt Servt
A. Cooper

Commanding U.S. Naval Forces
Pensacola Station

Hon. Wm. Wirt Bradford
Secretary of the Navy
Washington D.C.

Com Perry Nov 20
Encloses punishment
on board the Decatur

U S Ship Macedonian
Mesurado Roads
November 20th 1853

Sir

I have the honor to enclose
quarterly Return of punishments
inflicted on board U S Ship Saratoga

I have the honor
To be very respectfully
Yours obt servt
M C Perry
Commanding U S Naval Forces
Western Coast of Africa

Honble David Henshaw
Secretary of the Navy
Washington D C.

P 317 Feb 27

Com Perry - Wow 20

Enclosed furnishing

Saratoga

P. 3/6 Feby. 27 60

Perry Nov 20

Ent

K. 315 Feby. 27

propounded by the Department, but I can positively deny that the equipment of the ship referred to was unnecessarily retarded (having regard to economy and the interest of the service) by any authority from me; the equipment was, with the exceptions mentioned in the letter of Mr. Grice, complete before I left the command of the Yard in the early part of March.

Commander Sands states that my order to him to proceed slowly was predicated upon some information that the ship would not be immediately wanted, I have no recollection of making such remark, though from the statement of Commander Sands I doubtless did so, and it must have been founded either upon [redacted] information received by me from some good source, or possibly it may have been a mere presumptive opinion of mine grounded upon the well known difficulty of shipping men at that time; in any case the observation could only have been a casual one.

But it seems to me quite easy to show by the letters of Commander Sands and Mr. Grice that these temporary delays in some trifling parts of the equipment of the ship if authorized by

No 23

U S Ship Macedonian
Mediterranean Station
January 6th 1893

Sir

I have the honor to report the receipt of the letter of the 19th of August instructing me to inform the Commanding Officers of vessels under my command that the Regulations of the Navy do not allow the Officers to be entertained officially by the Municipal Authorities of any foreign port, and that I am called upon to inform the Department whether any such hospitalities have been tendered to the Officers of this ship, and if so, by whom.

In reply I have to state that no such hospitalities have been tendered to the Officers of this ship, except as all Officers are entertained when visiting the Consulates of their own Country, and that I am not informed that any such hospitalities have been tendered to the Officers of this ship by the Municipal Authorities of any foreign port.

Very respectfully
Your obedient servant
W. S. Schley

me would not have prevented her being got entirely ready for sea, if desired, in fifteen or twenty days at most and this I will prove by the letters in question,

Commander Sands states in his letters that "agreeable to the order of the 6th of January, she the Frigate, was masted, rigged, stowed and water filled, her armament put on board, with the exception of her spar deck guns, which were all in readiness together with all her stores to go on board when I was directed by Com Perry to progress slowly as it was understood that she would not be wanted for immediate service"

Hence there was nothing more to do than to caulk & give the ship her last coat of paint outside, to scrape the spar deck, to put the spar deck guns on board, to shelve the magazine and general store room and put on board her provisions and stores

According to the letter of Commander Sands and so far as I can recollect every thing was in readiness in the several departments to go on board; the then gunner of the yard, Mr Clapham, now attached to this ship, informs me that, in his department, nothing was deficient, and he believes it

was the same in all the others.
The largest gun of mortars would have been the carriage and platform the ship, but this could have been completed, the magazine and general store room finished, and the provisions received on board in the time designated, the upper deck laid, the carriages being in position, a considerable part provided with ammunition, might have been ready for sea in eight days, the fidelity of housing the stop gallant masts in a matter of a few minutes

I shall now briefly refer to the different heads of the communication of Mr. Gallatin

First I have no recollection of receiving the General letter to the Superintendents, such a circumstance might have been suggested by others, the construction and application to my own case a matter of accommodation to the officer in the might be entered to the command of the ship, but inasmuch as the Secretary received from Washington could not be deviated from, the more important could only apply to the mere arrangement of the vessel.

Second. Both Commanders and

I will say, that the shelving of the magazine was deferred until the arrival of the Northerners from Virginia in order that the sight might be ascertained

Which the last caulking was not completed, and the last part of powder for public ceremony, after it had been carried in midnight and found, it would have been necessary to recall the part for the Defence,

She had about keys of light which part in her hull, which is thought to protect the deck with thunderbolts, on this account, and is accordance with King Solomon of the Jewish religion, it was thought advisable to defer the last coat as long as possible,

The deck was finished to-day, and the first part in tons of a few hours removed the ensign from damp,

I believe, in accordance with the of Mr Rhodes, the Black Users were sent to Tennock, because, the road was to have been returned in stages, road bags having been prepared by authority of the Chief of the Bureau of Provisions and Clothing, If I had remained with the yards I should have consulted the Chief of

the Bureau of Construction and equipment in regard to tinning, the work could have been done in three days.

It is well to observe here that the immediate superintendence of the mechanic work belongs to the Naval Constructor, and I have little doubt that the measures pursued were recommended by Mr Rhodes, in whose judgement I placed great confidence, and whose motive of action was doubtless, like my own influenced solely by a regard to the public interest, and the carrying out the views of the Department in reference to economy &c.

The files of the Department will show that I was detached from the yard by order of the 2nd of March and could not have been responsible for any delay after that time, the orders from Washington in regard to the equipment of the ship were on file in the yard, and my successor was no longer bound to notice the remark alleged to me, and was fully at liberty to construe those orders and to act upon them as he might think best.

It will be my business on my return to the U States to examine the files and log book of the Brooklyn Yard, in order that

I am more particularly anxious to avoid that I should incur any censure for delay in the equipment of this squadron. - This shall be my first duty to impress the knowledge of his character of Commodore upon the officers and men, that they may be fully apprized of the importance attached to the due performance of their duties, and of the necessity of implicit obedience to command.

I have the honor

to be, &c.

Commanding U.S. Naval Forces
Western Coast of Africa

Auf . . . . . .

Rek? March

No 24.

U S Frigate Macedonian
Mesurado Roads
November 22nd 1843

Sir

This ship with the Saratoga and Decatur have been on the coast for some time, but light winds and contrary currents have detained us to windward, Having replenished our wood and water we shall sail to night in company with the Decatur for Sinoe to demand reparation for the alleged murder of the mate of the American schooner Edward Beerley, The Saratoga has already preceded us,

From Sinoe we shall proceed to Sellra Kroo, the people of which place are charged with having beaten the master of an American merchant vessel.

From Sellra Kroo we go to Berrily stopping at Cape Palmas at Berrily the Natives are to be punished for the cruel murder of Capt Farewell, In these dilo

[illegible]

[illegible] the best: Governor Roberts will

Honble David Henshaw
Secretary of the Navy
Washington D C.

accompany me to Sinoe and Settra Kroo

From Berrily I propose to proceed as far South as the provisions will allow, touching at all the slave & trading places, with a double view of intimidating the Natives and conciliating those who are inclined to be friendly, for this reason I have thought it advisable to keep the three ships together for a short time. The Porpoise is to windward.

I can hear of no recent difficulties with American vessels, nor of an American vessel or citizen being engaged in the slave trade, American Trade, in its limited extent, on this Coast is prosperous, it is, I think, susceptible of much increase.

I enclose the Fleet Surgeon's report of the state of health of this Squadron.

The ships are already running out of certain parts of the ration, and as nothing of any importance can be procured near [illegible] regular supplies from the U States

I have suggested to the Chief of the Bureau of Provisions and Clothing in a letter of this date the importance of having a small supply of provisions in depot at this place, in order that vessels running short may replenish, I think it doubtful whether dry provisions will keep long in this climate, but the experiment can be made in a small way

Enclosed is a return of the Provisions on hand in each vessel on the Inst, since when the Saratoga has received from an American vessel, beef and bread sufficient to make her supply of those articles equal to

I am Sir

Very Respectfully
Yr Mo Obt Servt
[illegible]
Commanding U S Naval Forces
Western Coast of Africa

P.S. Lieut Comd Stellwagen recently in command of the Porpoise while executing my orders succeeded in sieving by stratagem [illegible] essentially facilitate the business which takes the ship to Berrily

[illegible]

rec'd March 15

Feby. 27 -

U.S. Frigate Macedonian
Off Mazatlan Cape. Nov. 22d 1843.

Sir

I have the honor to make the follow-
ing report of the past and present condition
of the health of the squadron under your command
and cruising on this coast.

By a verbal report made to me by the
Surgeon of the U.S.S. Savannah (2d. Steamer) I
it appears that the crew of that vessel had not been
very healthy, their average sick list being quite large
He moreover reported that he had some cases of
fever which were managable, but left the patients
very much debilitated, and the convalescence very
protracted

By the verbal report of Surgeon Hoffe
of the Decatur it was more satisfactory. The offi-
cers and crew generally have been well only a
few cases being there reported. No case of fever
has yet appeared on board of that ship.

This ship (the Macedonian) is,
with but few exceptions healthy. No case of fever
has yet appeared: the principal diseases being
Catarrhs and Rheumatic affections — Those af-
fected with these are very slow to recover, espe-
cially those of a venereal taint. This condi-
tion, I consider owing to the enervating and re-
laxing state of the climate — The crew is also
predisposed to Scorbutic affections. Many having
dull in eruptions over the whole body, and a bu
mid state of the gums.

One difficulty, I would say, the im-
possibility of procuring fresh provisions on this
coast is a very great impediment towards keeping
up a healthy Condition among men who have

none other than salt provisions. I would th
respectfully urge the great necessity of your
the propriety, nay the indispensable propri
sending such stores to this squadron as
Lemon Syrup, Tamarinds and
acid must be speedily drunk & consu
sent at any cost. The Chief of the Medi
Medicine and Surgery, should also be
to store supplies of Medicines to this Station
but very few, if any can be procured, wi
obtained, at a very high price.

The debilitating effects of the
ate are such as to make any prolonged
. the condition of the officers and crews
vessels of this squadron, should their
stations be prolonged over a year or three
very cheerless. A constant drain upon the
tems, and rendering cause to create loathing
debilitate the most robust, and my conclu
sion is, judging from the present inclemency
this climate on all, that should they
be in such a condition as to render
be very fatal. To obviate this I think it
should long be kept on the stations, but
changed with others.

My time for drafting this report
been too limited to enter more at large
the subject of the respective State of
on this station. The crews generally
are made from a seine and decided
of the best of the seamen that can
seen. Those who shipped on this coast simply
duly return to it, because they become
ed by visiting often a short stay here
And more invigorating climate, are
able to bear the climate upon their constitutions

I have no doubt that your strict regulations with regard to landing the stores, will frustrate the evil designs, but dont approve, sir, that no Officer or Seaman should land without leave

I am Sir very respectfully
Your Ob.t Serv.t
Edmund Kirby
Asst Surgeon of the Ohio Squadron.

Commodore M.C. Perry
Commanding U.S. Naval forces
on the West Coast of Africa.

Rolls of Provisions Remaining on hand at Ships Macdonough, Saratoga & Preble
(Novr 1st 1813.

(Macdonough	Saratoga	(Preble
8	21,812	8,200	12,392
"	20,103	5,600	1,906
"	13,139	3,400	5,659
"	2,310	1,568	1,666
"	1,609	100	120
"	1,113	951	803
"	610	225	187
"	500	160	200
"	129		
"	1216	203	1,465
"	956	105	615
"	1,113	464	
"	114		313
943	1682	920	2168
"	439	62	
"	1114	856	222
"	4256	2080	2104

[redacted]

U S Ship Macedonian
Texas for 3 Months.

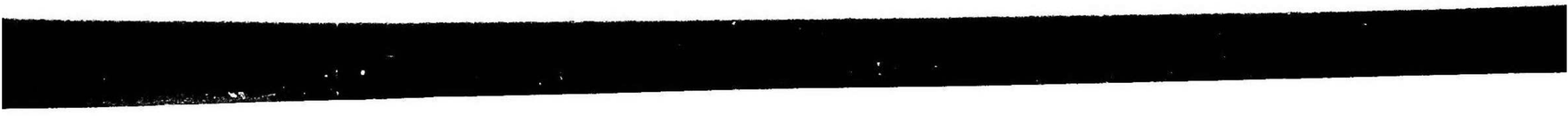
(No 1)

I have the honor to furnish you
with my pursuits on board the U S Ship
Macedonian from the 27th of August last
to the present

I have the honor
to be very respectfully
your Obt Servt

Commanding U S Naval Forces
Western Coast of Africa

To the Hon David Henshaw
Secretary of the Navy
Washington D C



Comm Pleas
Penns[illegible]

p 315 Feb 27 M

U.S. Ship. Constitution
Cape Palmas Sept 9th 1843

Sir

I have the honor to return the accounts of Capt Abbot which were inclosed to me by mistake.

I have the honor
to be Respectfully
Your Obt Servt

[redacted]

Commanding U.S. Naval Forces
Western Coast Africa

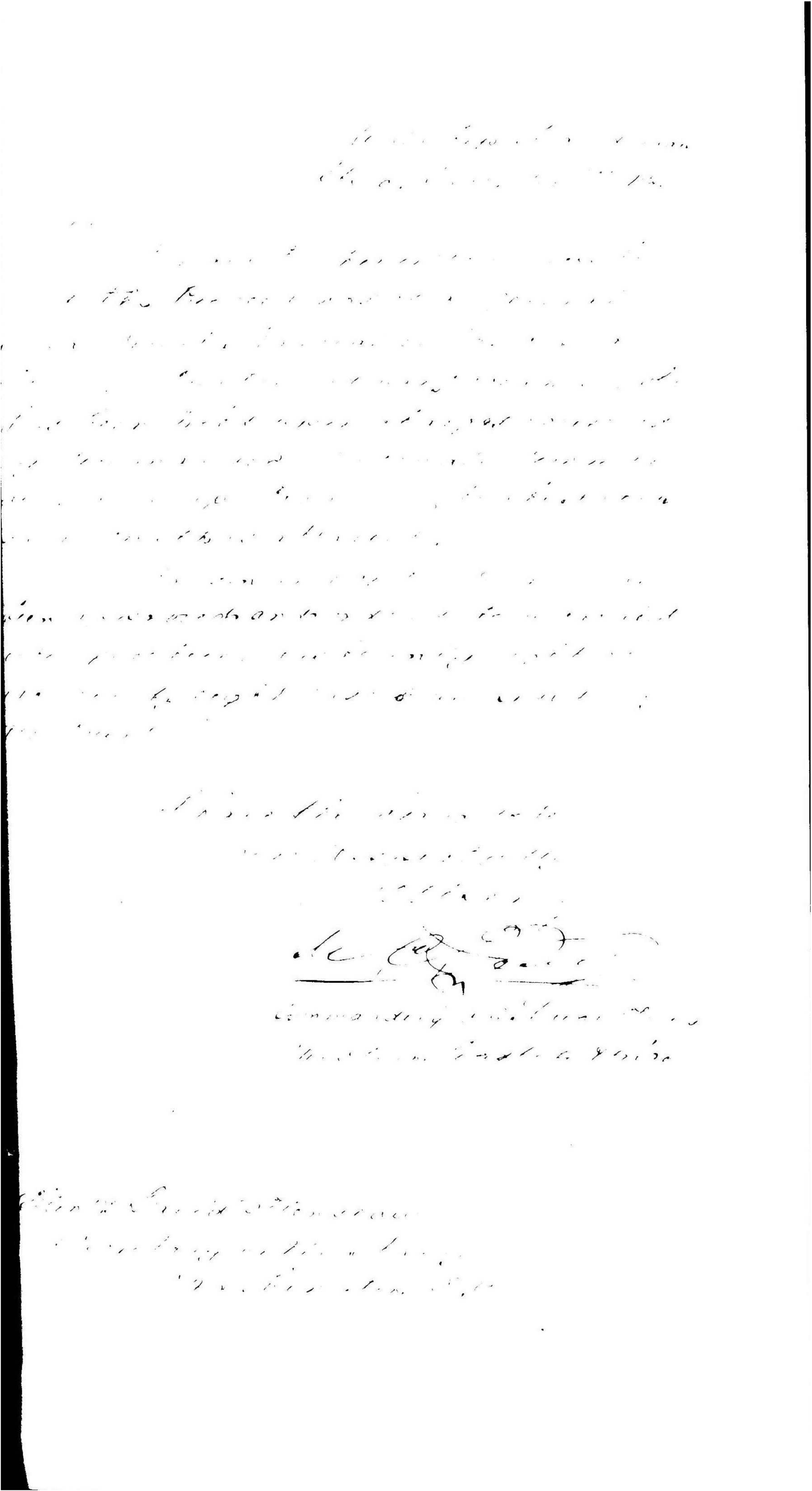
Hon. Abel P. Upshur
Secretary of the Navy
Washington D.C.

pp 63 April 9.

. dat. 10 June).

v 96 april 17 "

p 60 après 61



ap 55 Apud d.

Ack? 10 June

1101 April 11

Act 2/10 June)

P 103 April 1

Acted 10 June.

Bizarre !

Ack° 10 Junii

a 84 aprilis M

p 86 april 1

y

Additional Notes

Copy

A

B

C

D

Note

large number of officers,
[illegible] seeing this party approach,
[illegible] supposing the design of the Commodore,
[illegible] the [illegible] [illegible] [illegible] canoe,
[illegible] handled [illegible] weighing [illegible].
[illegible] [illegible] [illegible] [illegible] the [illegible],
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible],
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Secretary of the Navy
Washington D.C.

[redacted]

B

[illegible] (Copy)

Sierra Leone, [illegible] 1848

I have to request you will lay before [illegible] Gov. [illegible] Donald, the statement I now make, that the American Brig Frances Lord of New York under my command [illegible] the harbour of Sierra Leone, that a reciprocity now exists between the United States of America and Great Britain, [illegible] the vessel of each respective country [illegible] other ports in equal charge.

I beg to draw your attention that [illegible] by the existing [illegible] Sierra Leone compelled to pay every time I enter this port the sum of one pound sterling more than any English vessels, on the shape of Harbour Masters Fees which is [illegible] the case with any English vessel [illegible] any port of the United States of America, I therefore wish American vessels may be placed on the same terms as the treaty of reciprocity places the [illegible] of both Nations.

I have the honour to be
Your most obt. Servt.
Signed, Jos. W. Brown
Brig Frances Lord

[illegible] Donald Esq
Colonial Secretary
&c &c &c

I certify the above to be a true copy of the copy [illegible] possession. [illegible] Hodgins

Copy

Secretary's Office
Bermuda 9th December 1813

Sir

I have to acknowledge the receipt of your letter of yesterday's date, and having submitted the same to the Governor, I have His Excellency's command to notify to you that as the amount of Bermuda dues paid by Foreign and British Vessels on leaving this Port has been fixed by acts of the Legislature of this Colony and confirmed by the Crown Government, His Excellency regrets he cannot entertain your request that American Vessels should be admitted into the Ports on the same terms as British ones.

I have the honor to be
Sir
Your most obedt Servt
signed. Jno. Macdonald
(" ")

Copy

[illegible]

VII [illegible]

[illegible]

[illegible] advantages possessed by the English [illegible]

[illegible]

[illegible]

[

. Vol 2 fol 9 Num

88 April 1

Sect. 10 June

P 121 April 25

J. 134 C.

U S Ship Macedonian
Port Mahon, Decr 9th 1844

Sir

I enclose herewith the Muster Roll of this Ship, for the month of Nov. which I trust will be found correct. I have endeavored to keep the Ship in a comfortable condition, and to maintain the discipline of the Service, and to this end I have found it necessary to punish a few of the Seamen, for the offences, but I believe there is no more than is usual in the Service, and I trust will be approved.

I would therefore respectfully suggest, as a measure of expediency and policy, that the Purser of this Ship be allowed to purchase articles to the amount not exceeding three hundred dollars per year, the disbursement to be accounted for by vouchers and the Expenditure approved. *

I enclose an Invoice of Butter which was taken from the Store ship the Relief for the Hospital department, articles of which

I am Sir
Your Obt Servt
Secretary of the Navy
Washington D.C.

* This would answer for all the vessels, and it is probable that the whole would not be Expended.

Adb? 10 June

B 89 April 11 R

Frigate Macedonian
at Sea June 1st 1844.

Sir

I have expended all the Bills which
[illegible] which amount to £63.0.0, which will be
[illegible] to the U. States.

I regret, not having had intercourse with the
[illegible] the uncivilized towns on the coast of Africa,
the establishment of "factories", or dealing with the
[illegible] in the way of trade for Bullocks, I
[illegible] should be in doubt as considerable
[illegible] if we are provided with such articles
[illegible] be demanded by the natives, to compensate them
[illegible] the value of money, the value of which they do
not properly estimate. One hundred dollars, hard
money, would not have been so highly appre-
ciated by the Chiefs &c. as the 3/4 yds Cotton Cloth
Tobacco, which is the difference between the cost
[illegible] articles purchased by me, & the value received
[illegible].

It is not necessary for me to point out
[illegible] to the U. States, which will result
[illegible] our relations with the numerous Chiefs, if
[illegible] which the expenditure of the £31.0 was sanctioned.

I am &c.
(Respectfully,
Your obt Servt
Commodore W. B. Shubrick
Comdg U.S. Naval Forces
Pacific
&c. &c. &c.

P.S. The meaning of my concluding remark is this

[illegible] on the settlement of [illegible] between his
Colonies and the Kings of many different tribes or
[illegible] the United States keeps increasing
expence of Indian affairs only, whereas in
[illegible]
to them such a Sum of money, the Colonies pay
their respective proportions, which is more than
[illegible] ever did.

By Order
H. Knox

1055

Feb

Chr

Ack? 10 June

p 73 Acts 16.

U S Ingate Manufacturing Co
Fairport, Ohio, U.S.A. 95" 1644

Sir

I have the honor to inform you that
I have received the letters of
which bear date the 5th instant and
have been transmitted to the Department

of State for the
Office of Superintendent
of Statistics
I

I am very respectfully
Your obedient Servant

Thos. Hendrick
Secretary of the Tariff
Washington D.C.

68 April 9

Penry Rh

Punishments on the Sabb

Pisa April 1

[illegible]

[illegible]

[illegible]

P

[redacted] to Henderson

Bolton Oct 20th

p 106 April 17

U.S.S. Augusta Macedonian
Port Praya February 26th 1844

Sir

I have the honor to enclose herewith a copy of a communication from Commander Bathurst addressed to me from Surgeon Blanchard, acquainting me with the death of Joseph Collins Sea on board this ship & which was sent to the United States in the American Barque Baccheus.

I have the honor
to be very respectfully
Your Obt Servt

[signature]

Commanding U.S. Naval Forces
Western Coast of Africa

Hon. Wm. Daniel Glenshaw
Secretary of the Navy
Washington D.C.

p 104. April 7

(Copy)

Lancaster

U. S. Ship "Lancaster"
Norfolk Aug^st 18th 1814

Sir

I have the honor to inform you that
in pursuance of your orders I have sent home in the Ships
Ontario, Regulus Boxhall, bound to Philadelphia,
Captain Boxhall has transferred to your command
the Prisoners mentioned in the Accompanying
List, amounting in the whole to Two Hundred
and Seventy Seven, Officers, Seamen, Marines
& Boys, which I have taken from the Prisoners
of War in this Port, agreeably to your Orders
of the 9th Instant.

I have also sent home in the
Ontario Prisoners, by the Flag Vessel
to the Delaware, as mentioned in the
Accompanying List of Prisoners

I have furnished the Captain of
the Ontario with Provisions for his
Passage to Philadelphia, and have
put five months Provisions and Water
for the Ontario.

I have also sent home in the
Ontario Prisoners, by the Flag Vessel
to the Delaware, as mentioned in the
Accompanying List of Prisoners
but five months Provisions and Water
for the Ontario.

I am Sir with respect Your most
Obed^t Humble Servant

To Rear Admiral Cockburn
Commander in Chief
&c &c &c

I have furnished the
Captain of the Ontario
with Provisions for his
Passage to Philadelphia

No 37

U S Frigate Macedonian
Port Praya. February 27th 1844

Sir

My letter of the 12th Inst informed you of my intention of proceeding with this ship to Goree and the Gambia as well to carry out the duties of the [illegible] as to endeavor to obtain some provisions [illegible] of both of which we were deficient

We arrived at Goree on the 19th and after communicating with the authorities and learning that nothing [illegible] of supplies was to be had there we sailed on the following day for Bathurst on the River Gambia [illegible] the month of this [illegible] we found ourselves involved in a dense haze produced by the peculiar winds of the season, and though we had a Pilot on board selected on recommendation of the Governor of Goree we were unable to pass with safety through [illegible] channel to the [illegible] and after remaining about 30 hours with [illegible] probability of a change I thought it prudent to return to this place where we arrived in the

Hon Mr David Henshaw
Secretary of the Navy
Washington D.C.

57

York. 10 June

1790 April 15

56

Sect. 10 June

'92 april 17.

Percy

Charles Stewart

wrote to B. Norfolk,

[redacted] 2 or 3 letters

April 30 – 2 or 3 letters

May 10

Rec'd a letter from [illegible]

P 1/10 April 17

Edmund Dubarry

Chief surgeon of the Spanish regiment

fully attested the above certificate

1st May

baptism

[illegible]

41
duplicate

[illegible]

[illegible] this day
[illegible] commission, and [illegible]
[illegible] reputation, at the [illegible]
[illegible] [illegible] [illegible] the
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] d
[illegible] the period of another year [illegible]
[illegible] I have to request [illegible]
[illegible] also [illegible] in the [illegible]
[illegible] of this Squadron, indeed I [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] this ship [illegible] to return
[illegible] States before the time specified
[illegible]

I have [illegible] on the coast
[illegible] more than eight months with
[illegible] in the most active
[illegible] and [illegible] that my health
[illegible] seriously affected, though I have
escaped the fever of the coast, the de
bilitating effects of the climate are very
[illegible] [illegible], and it is my [illegible]
that [illegible] [illegible] I can [illegible]
beyond eight or nine months in a station
[illegible] [illegible] [illegible] [illegible]
unhealthiness.

I have the [illegible]
[illegible] [illegible]
[illegible]

[illegible] [illegible]

Hon. David Henshaw
Secretary of the Navy
Washington, D.C.

[illegible] [illegible]
Commanding U.S. Naval Forces
Western Coast of Mex.

111

Ao kd 10 June

Ack'd 10 June

D 94 April

U.S. Brig Porpoise
Monrovia October 25th 1843

I have to inform you [illegible] the [illegible] whilst lying at anchor of [illegible] [illegible] company with H.B.M. Brigantine [illegible], Brig of War hove in sight, [illegible] in [illegible] [illegible] of [illegible] to anchor [illegible] [illegible] [illegible] on a visit to this vessel, having [illegible] with me to visit the stranger as [illegible] should anchor, our [illegible] [illegible] [illegible] ready to man as soon as required. And the ensigns and [illegible] [illegible] both vessels were hoisted before the usual time, in compliment of the [illegible] of a [illegible] vessel of war.

Judging by the manoeuvres of the Brig that her Commander was unacquainted with the anchorage, and apprehensive of hidden rocks, I was on the point of despatching a lieut to offer the usual civilities, when much [illegible] surprise she bore up ran across our bow and hauled on the wind within musket shot of us to leeward with her crew at quarters and tompions out, and set her courses the men laying aloft to overhaul the rigging, having their cutlasses and cartridge boxes buckled around them.

Commodore M C Perry
Commanding Usitavan [illegible]
West Coast of Africa

1043

U.S. Brigade Quartermaster
Fort Wayne, Detroit Mich.

I respectfully request to be permitted to go visit Washington this winter, after having attended to the command of this Squadron.

The Secretary has ordered me to Portsmouth to New York to take me on board, and having hoisted my flag in that Vessel in that Port, it is a matter of course with me to return to the same place.

It will also contribute to my convenience as my family are residing in the neighborhood.

I have the honor
to be very respectfully
Your obedient Servant
S. F. Du Pont

Commanding Naval Forces
Port Royal Ferry

Hon. Gideon Welles, Secretary
Washington D.C.

1/3

Ack. 10 June

Pd 13 April 17

Secretary of the Treasury
Washington D.C.

Sckd. 10 June

P96 April 17

1845.

[redacted]

I have sent home on the Ship Hannah from Valparaiso
[illegible] subject to occasional observations of the sick
under the influence of which, I could
[illegible] recommend circumstances, a removal
[illegible] Squadron from

I learn from Assistant Surgeon
Harrington of this ship that Lieut.
[illegible] before been discharged, from this
ship for the same cause, which she is
[illegible] in the first Instance to recom-
[illegible] ship.

The only Midshipman attached to the
[illegible] is unable to the service, and
I would respectfully suggest that steps
be taken to [illegible] if it practicable,
[illegible] removal of [illegible]
of [illegible] by [illegible]
[illegible] be considered as [illegible]
[illegible] to the [illegible] by the
[illegible] Seasonal remittance I am unable
[illegible]

By not paying the arrearages

I am Sir David Henshaw
Secretary of Navy
Washington D.C

Perry

March

wrote to Mr Norfol May

Wrote to Commr Ha

may 13 to Despatch

Volunt

Purcell says the ma

on board the Constitut

not the Game

Rect acknowledged Sam

p 65 after j. 6

40

Hon. David Hunter
Secretary of the Navy
Washington D.C.

Ackd 10 June

stone which he meant, as up

No 9105 April 17

U. S. Hospital, Steamer
Metropolis, Hampton Roads

Sir

I have the honor to enclose herewith the certificate of Surgeon [illegible] in the case of Wm H. Smith [illegible] was wounded in the [illegible] action at [illegible] [illegible] [illegible]

Perry Marc

Steve B Sanchez

Discharged — May

Lee Port Norfolk May

Not acknowledged Lum

Vico April 17

Washington Territory
February 26th 1849.

This is to certify that John Smith
seaman on board the U.S.S. Shubrick, while on
duty on the Columbia River, received a severe injury
to his right leg, by falling from the mast head, which
will lay him up for some time, and render him unable
to perform his duty on board.

Edward Tinkham
Asst Surgeon U.S.N.

And it appear that Smith
the seaman when obeying the
orders of his officers he is entitled
to the benefit of the Law
such cases

J. Mayo
Captain

I have the honor

to be, Sir,

Your most obedient servant,

Commanding U.S. Naval Forces

Western Coast of Africa

Hon. Jacob Thompson

Secretary of the Interior

Washington, D.C.

Ask? 10 June

897 April 17

"E"

Copy

1.67

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

for the purpose of purchasing a cargo
of Slaves for the Spanish Island of Cuba
and to transport them to the Brazils
for sale as Slaves. Portuguese Vessels
are frequently employed in this
Traffic, and Slaves are brought
to the Coast in American Vessels, Commanders
in the employment of Merchants Calling
at the Brazils, Portuguese Subjects, Americans &
Portuguese, for such Slaves as they
purchase at Cuba, and, further the Slaves
are to be Carried on board the Vessels
at that place, and, further the "Embarcation"
is to be made, which has been Agreed upon
at Cuba, by the Parties by the Vessel
Bonetta had been Employed the Slaves
to be Carried at the Gallinas and there
to take Passage on board,

All these circumstances are deeply
to be lamented and, I trust your appearance
on the Coast will be a check to such
Transactions as I have related, which
is quite impossible to put an End to the Commerce
of Slaves, unless Vessels which I am sure are
respective Governments to the Equable Suppression
to effect.

I have to thank you for the assurances
of your desire to cultivate a
friendly understanding with the Spanish

as long as Indians to be permitted to pass
through our settlements. I beg respectfully
to state that my attention
was not directed to that particular part
of the Act - I never understood, nor entertain
an idea that the Act was intended to
exclude Indians generally upon their
own soil from other nations.

I have the
honor to be
Your most Obedient Servant
Lewis Cass
Secretary of War

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Paper Samples 23rd Feb

[illegible]

[illegible] Kindly oblige

must be kinds you cut the samples as much
as be can, Some in case Send the sample
[illegible] and the shirts be taken that you
need your [illegible]. I hope not mentioning
my name.

Yours Respectfully
[illegible] Gomes

[redacted]

I have the honor to acquaint you that
having observed the vessel under the Portuguese
Colours flying, this day the Master
was called on board by the Boat's crew sent for
a cargo of Slaves, on his return he
delivered me a Letter, of which the
following is a Copy, I immediately
ordered the Boat to be hoisted up
but finding that Vessel was bound to
Bahia, I thought it my duty to
detain her, & the Schooner accordingly
proceeded to Sea, with the Boat in Tow
to ascertain her right to Sail. The enclosed
Flag, on the Schooner's being boarded was
found to be altered for the purpose by
cutting out the Centre of the Union
Jack, she proved to be the American
Schooner "Vesta" Master — Baxter belonging
to Philadelphia, the Master did not wish this Letter to be
signed as the Officer immediately returned.

I also received similar to the "Flamer"
and the Shakespeare" but no Vessels to Leeward
appeared, they proceeded to the American
Coast.

I have the honor to be
Sir
Your most obedient
humble Servant
(signed) Edmund Brier
Lieutenant and Commander

John Foote Esq
Captain of the Fleet
&c &c &c.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

not justified, by any suspicion; one
=ments on her part in boarding her a
second time.

[illegible] Sam &c

[redacted]

To

The Secretary to the Admiralty

&c &c &c

On the 1st June the "Shakespeare"

[illegible]

[illegible]

[illegible]

[redacted]

[redacted] was requested to ship him any barrels that
might be on the 17th inst for the steamer Big
Muddy (captain ____ ____
____ ____) on her
next trip. Captain ____ wrote us upon receiving
the barrels, & they were put on board the
boat when she was about to start. Upon
the boat's return we learned that Mr. ____
had refused to receive the barrels, stating
that he had not ordered them, & that
the boat was overloaded. Supposing
that Mr. ____ had changed his mind
after ordering the barrels, we shipped
them on the next boat, but when the
boat returned we learned that Mr. ____
had refused to receive them, stating
that he had not ordered them, & that
he had changed his mind after ordering
them. Supposing

[redacted]

[illegible] regard, light-hearted and calm,
on the Orient daylight the Dolphin" was
[illegible] where she caught, chased for Lehunter
which [illegible] and so [illegible] headed to keep
for [illegible] which could not be distinguished
from the ship, about 10 o'clock was close
and [illegible] on shore and as they [illegible]
[illegible] the "Dolphin" [illegible] and so
[illegible] to [illegible] and to [illegible] [illegible]
[illegible] and [illegible] [illegible] Gravesend, about
one P.M. the Lord Admiral and Vice Admiral
[illegible] repaired to the steamer which had
been anchored off the American Minister
"Illinois" which had been at another time
assigned for the reads, that she had previously
to running on shore. American Colors
flying, and to disadvantage in case
of anything she was run on shore on
purpose, and several slaves were also
said to have been from her report which I
directed Vice Consul Cumberland to send
some person through the Court to board
her, and if possible to find her flag and
papers to ascertain if she had changed
her nationality and if there were any
persons claiming to be
sailing [illegible] and
proceeded on board the steamer and
named on the margin to ascertain

If [illegible]
of [illegible]
[illegible]

their nationality and to gain all the
information possible relating to the
schooner which is as follows. That about
noon on the 20th instant she (the American
[redacted]
again hoisted the Ensign
staff flagstaff-staying; but the Americans
undauled about 10 P.M. and about half
eight at night, was seen
again carrying on threatening running
by the Broadside the American Ensign
staying and the Brigantine "Dolphin"
and Jack in chase Kept company with the
said Schooner on purpose to watch
the information to surprise & avoid being
captured with Slaves on board

I have the very great pleasure
to report that Lieutenant Commander
Commanding the Brigantine "Dolphin"
in cruising in pursuit to notice, has not
only manifested the zeal
& humanity in the discharge of his duty
but has completely gained with great judgement
and coolness the heart of the time being
high and breaking on the shoals and
rocks in such a way that most persons than
of skill would have engaged in the
cause of humanity of preserving his
crew from terrible attacks of hunger
& privation both of which must

[redacted]

Captain.

Captain Wilson
Ld. H. Stuart. Lieutenant
Lt. Neal Ashton Lieut. Commander.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

0.8.1

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible].

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

Sir

I have the honor to inform you that I have been appointed by the President of the United States Minister Resident to the Court of Siam, and have been instructed to take passage in the U.S. Steamer Powhatan for Hong Kong, and to proceed from thence to Siam.

I have the honor to request that you will inform me whether it will be convenient to you to receive me on board the Powhatan at Hong Kong, and if not, at what port you will be there.

I have the honor to be
Very respectfully
Your obedient Servant

[signature]

Commodore U.S. Naval Forces
Eastern Waters &c &c &c

Harris, Henshaw
Secretary of the Navy
Washington D.C.

Perry mast

Foper, H Watson, J Wilson
speaks Annette Legg
discharged many y
See part Norfolk Mu

Pgs apart C

U. S. Frigate Macedonian
Port Praya Jan 27th 1844

Sir

I have the honor to inform you that I have received your order of the 26th inst
[illegible] and have directed the following officers to attend
[illegible]
[illegible] Henry Wilson Chaplain
[illegible] John Speed Midshipman
[illegible] William Henry Peterson
[illegible] George Washington Lewis Purser
[illegible] Orrin Stiles Surgeon
[illegible] James Philips Surgeon
[illegible] Abel P. Upshur Purser
[illegible] Edward Yorke Captains Clerk
[illegible] Thomas Wilson Boatswain
[illegible] Richard Turnbull Gunner
[illegible] John Wilson Carpenter
[illegible] Edward O'Neill Midshipman
[illegible] Thomas Legg Captains Clerk
[illegible] Charles Chew as an Act Gr Midshipman and have ordered them
[illegible] to the Hospital & Naval Asylum for
duty

I am very respectfully
Your obedient Servant
Edward J Rutter
Passed Asst Surgeon

Commodore
Commanding U.S. Naval Forces
[illegible]

Francis A. Donaldson Ship Surgeon Acting Asst Surg

Dec 3rd 36 hrs to Ensign

1.

(

U.S. Nav. Academy
Apl. Md. March 16th 1844

Sir

I have the honor to enclose herewith
a record of proceedings of a general
naval Court Martial convened on board
the ship of the line of which I am
Commander

I have the honor
to be very respectfully
Your Obt. Servt

Commanding Officer Naval Station
Boston Mass. &c. &c

Wm. Wm. Garrick Mercham
Lieut. Comdg. at Naval Station
Philadelphia Pa.

Ackd 10 June

P223 June 8

Ack. 10 June

op. 14 Pauli 5°

ack? Sept. 18.

Cap:

Statement of the Invoice amount of duties
on Goods imported in Brig Sarah Packet
from Liverpool 1841

		Amount each Invoice
24	Pkgs Glassware	116
147	Pkgs assd as per Bill of Parcels	94.11
50	Pkgs Earthenware	1151.5
612	Gallons Vitriol	2795.14
156	Pkgs assd Iron	3413.12
48	Pkgs assd Cordage	111.09
151	Kegs Paint	4111.11
34	Pkgs assd Glassware	33.16
59	Pkgs Patent Medicines	93.4
21	Pkgs Tea	995.15
206	Pkgs Sundries	101.
15	Pkgs Stationery	10.
2	Boxes Cut Glass	33.26
145	Pkgs Chairs	311.23
41	Pkgs Bottles	133.5
3	Kegs Bottles Corks	1.15
3	do do Wine Brushes	3.15
138	Pkgs Steel Pens	213.14
24	Bundles Cordage	35.15
		33911.
	and 6 per Cent on do	2034.15
	Duty	36130.15

Duty 36130.15 @ 5 1801.52 Cents.

Copie

P 288 July 24

p 287.

Ac. to Augusta

Scale 1/

enclosed to Com

Parker 24 July 1

p 384 July 24

p 285 July 24

P 365

Report & Chart Sec
Bureau of O&H.

rec'd Sept. 15

Pub'd Sept. 16. No

p 290 July 24

9 792 July 24

P 293 July 24 A

[illegible]

6000 lb. Rice *[illegible]
650 " Tea
2095 " Coffee
3,695 " Cocoa
[illegible] " Butter
[illegible] " Cheese
1300 " Gluten bread
400 " Macaroons
[illegible] " [illegible]

[illegible]

[illegible]

Pc Oct 3 Hon

ack^d. Dec. 5.

Extract of

P 294 July 24

P 295 Sect 24

P 296 July 24

U States Brig Porpoise
at Anchor off the River
Palmas West Coast Africa
March 2nd 1844

Sir

In obedience to your order of the
first we repaired on board the American
vessel and has held a careful
inquiry into a charge of murder brought
against Robert Jadams one of the crew
We have the honor to present the fol
lowing testimony as the result of the inquiry

Very Respectfully
Your Obt Servt
signed J B Chapman Lieut
Jas Hanesby Assistant
Surgeon U S Navy

Testimony
of Thomas Craven
U S Brig Porpoise

Charles Ranch Saturday the 31st day of
December 1853 at about ten o'clock in the morning
Mr Fry called in the evening. I was sitting
by the coal in conversing with one of my
servants. I observed a man pass the window,
and, thinking that he only passed, I paid no
attention to him. Soon after I heard a knock
at the door. I got up and went to the door
myself thinking some one wanting a horse or
a calf. I opened the door and saw the prisoner
standing outside. He asked me if I was
Mr Fry. I told him I was. He then asked me
if I had any horses for sale. I told him I had
not. He then pulled out a pistol and
presented it at me. I then
ran back, thinking that he only pretended, he advanced
into the kitchen. I then ran into the room
where my wife was sitting by the fire
and told her to get up. He then ordered me
to get down on my knees. I refused. He then
struck me on the head with the pistol
and I fell. He then ordered me to get up
and go into the room where my wife was sitting.
He then ordered me to get down on my knees
and

Answer. From the 1st to the 6th January Inst
Question. For what reason did you release him
from confinement
Answer. In consequence of being short
handed the second male being sick.
Question. Where did the murder occur
Answer. In Valleria 29 & 9 + Rus 53.18
Question. How many persons were in the
house. On, I do not know what became
of the knife.
Question. What was the cause of the male
person. Never knew any complaints of
him, It was the males watch, before I am
not aware of any cause or provocation of
the murder. on the part of the male. I saw
the males clothes in charge (the Sikh woman
of the male, at the time of his death, and
produced a blue & khaki knife. The prison
was sworn by the deceased one on him at
the time of his burial, The Sikh had
a hole in it on the right breast apparently
made by a knife. Knows of any disturbance
on the day of the deceased. Believes the
other of the male but the Prisoner was hostile
specifically with the male.
The deceased told me [illegible]
nothing happen past between him and
and his prisoner a few days previous to the
day.

Police Office Calcutta 2nd March 1870.
Examined on oath.
Sworn. I was on duty at the prison on
the 6th Instant when I heard shouts
the prisoner was dressed standing first
a cart and near the mainmast. I had on
the starboard side putting on my shirt

heard the prisoner groaning at the accused
[illegible] accused say he wished [illegible]
[illegible] off. the prisoner still continued, saw
[illegible] accused strike the prisoner over the mouth
[illegible] the prisoner [illegible] his hand as if to the
[illegible] striking the accused, did not perceive
[illegible] the hand or see any weapon in the prisoners
hand. found the accused immediately afterwards
[illegible] off and go down into the cabin. immediately the captain came on deck in a great
[illegible]. cried out. Peter Jerie more commonly
[illegible] mate, in consequence in the breast. [illegible]
[illegible] in the cabin with the mate sitting up
[illegible] the chest [illegible] by boy named
[illegible] papers. the deceased appeared by
[illegible] his last in a fluid appearance to be
[illegible] and dead. the witness [illegible]
[illegible] the assistance of the deceased at the
[illegible] death.)

Obs. objected to the Captains evidence
[illegible] the fact of the deceased dead the
[illegible] the mortal about fifteen minutes after
[illegible] stroke. the prisoner in the cabin
[illegible], the accused asked if the mate was dead
[illegible] no. the prisoner answered. I do
[illegible] to see an axe, which he knew the
[illegible] kept among the boys and brought on
[illegible] the captain said to the Prisoner, you
[illegible] the man is dead, the prisoner replied I
[illegible] nothing about it, the boy saw him.
[illegible] boards, the prisoner was put
[illegible] mind about eight o'clock that
[illegible], the accused answered after
[illegible] to say out. Examined in chief
[illegible] wounds and found that one in the left
[illegible]

[illegible] examined. the captain had went one in
[illegible] account of disagreement. the prisoners

had a knife of the usual character a few
before the murder. I am aware of the ill
between the Prisoner and the deceased
a few previous words before the Murder. The pr
struck a man of a good character.

(2) John Hayes (Cook) Sworn. I was sitting in
the Galley on the evening of the murder when
was alarmed by a cry from the Steerage
I heard the Prisoner growling with the
deceased. I saw the deceased strike the Pri
-soner over the mouth. and immediately
he inwards I saw the mate put his hand
to his throat as if wounded and go up
the cabin. I found the mate during an
shortly afterwards he breathed his last

Cross Examined.

The Prisoner is not of a quar
-relsome disposition. I was asleep with
him the deceased attacked the Prisoner
with the handspike. I saw the wound
the deceased received but one.

Jackson Griffin, Sworn I was born in Stat
shipped in the Havanna at 6 P.M. 31st Dec
1813 I was at the helm I saw the mate com
aft to the cabin Hatch with his hands to
his mouth and breast as if wounded
went down into the Cabin, presently the Ca
pain came upon deck and told me the Sailor
man had stabbed the mate. I heard me the
more noise at the helm. the Prisoner told m
after I had been relieved from the helm
that he should be sorry if the mate got
better about four or five days before the
murder took place while I was in the
Forecastle. I heard the prisoner jump
down the forecastle and a few moments

[illegible] the male called to him to go about
[illegible] examined
[illegible] the prisoner is a man of good a-
[illegible]pearance. He never complained of the manner
[illegible] heard the Prisoner express any
[illegible]friendly feelings towards the deceased,
[illegible] the Prisoner with a drawn knife after
[illegible] before the murder but have not
[illegible] noticed. After the murder was taken out
[illegible] found his coat at a gate.

[illegible] (Prisoner) Been in Africa.
[illegible] in the Transvaal I think the last
[illegible] was employed at the Premises
[illegible] I heard words pass between the deceased
[illegible] Prisoner. The deceased said
[illegible] he. I heard a blow but did not
[illegible] but did not see it. I then turned around
[illegible] saw the male go into the cabin with
[illegible] hands to his face the other in his breast
[illegible] jumping back at the time a few minutes
[illegible] before the murder I heard a scuffle
[illegible] between the deceased and Prisoner The
[illegible] prisoner had a sheath knife in his possession
[illegible] the day of the murder but I have not
[illegible] in his house. I am not aware of any feeling
[illegible] things Kaunga existed previously between
[illegible] prisoner and the deceased. The prisoner
[illegible] married to me on the evening in the morning
[illegible] that he believed he stayed here in the night
[illegible] well. He never admitted that he killed
[illegible] Cross Examined. The deceased was a man of
[illegible] good character. The prisoner was a man of
[illegible] good disposition and behaved very orderly
[illegible] him in town. I never heard him curse
[illegible] first male. I never saw the first
male strike him.

. Isaac Baldwin sworn. Was on board Ragua
shipped on the 3d January, stood my
watch on deck and heard nothing of
the murder, the prisoner after it occurred
stood near deck. that the prisoner
was called on deck and shortly afterwards I saw
the male calving hair and the prisoner
assisted Reinforcing deck. I have never
heard the prisoner intend to the murder
I never saw the abuse or strike the prisoner
I have found the prisoner always a
good shipmate as far as I am acquainted
Cross Exd. The prisoner never
admitted to me that he killed the ma

Charles Parsons recalled. The deceased
was a mild inexperienced young man a
a seaman, I recollect on one occasion at
dinner. The mate accounting for the
injury of his hands by saying the de
had had a difficulty with his prisoner
about his inability to keep awake in his
watch, and added that he had punish
ed him to do so. I am not aware that
the deceased ever struck the prisoner
I daily officially before that. The
Prisoner is a man of good character
and ever since he has been on board always
has attended to his duties. He is the only
Dane on board the vessel.

[illegible]

[illegible] Ship Saratoga

[illegible] Boats [illegible]

[illegible] demand & my duty to dispatch

[illegible] in charge of Lieut Chapman late of

[illegible] American brig Lucas Charles Ranch,

[illegible]

[illegible] Boats proceeded to the Ves-

sel boarded, took charge of and brought the

Ship safe to anchorage below Point Comfort agreeable

to orders Lieut Commdg Squadron

[illegible] a communication from Capt Chapman of the Lucas Ranch

[illegible] a full examination into the cause of the capture

of the said Vessel & the subsequent abandonment

by her crew,

She appears to have sailed from Boston

[illegible] Jan[illegible] for Gibraltar, the Voyage

[illegible] Ballast, [illegible] Mediterranean

[illegible] Cargo of Fish, Oil &c

[illegible] Jan[illegible] in Lat 36 N Long 10 W

[illegible] Vessel [illegible]

[illegible] Vessel [illegible]

[illegible] Vessel [illegible]

calculated for a stay. after having discharged her cargo at the slave mart at the Gallinas for which she had no return either in bills or money, she took on board at that port in which it is stored the custom to carry slaves instead of on a platform.

She also had arrangements for the watches and was ready to ship and make sail having her sails secured by the boat parties alone. She was I am satisfied alone prevented from taking on board her slaves by the arrival of the Capt of the Portuguese Barque which kept a boat and armed men near her and by the timely arrival and prompt measures adopted by Lieut Comdt Craven.

I have thought it advisable to detach from your order of the 12th of the inst a cruize for a short time off Gallinas in view of the duty referred to by Lieut Comdt Craven in his report to me and said to have been the American ship Crawford, I shall therefore in the execution of your order

The Vessels and Crew pursuant to the measurement of Lt Chapman. Pay[master] Duncan and nine men, the latter I have to select from those who have the shortest time to serve.

I am Sir

Your Obt Servt

Signed Josiah Tattnall

Commander

Comm[d]r. H. Eagle

Commanding Naval Forces

West Coast of Africa

Copies
Cuba

Consulate Portsmouth
Capt Leonard March 7th 1812

Sir

I have received information that a
vessel has sailed from this harbor on the
morning of the 2nd Inst in search of a large ship
reported to be the Orion from Gibraltar and bound
again in Ballast Trade. On the morning of
the first I was in with the Little Belt off the
Virginia Capes the Gallinias. Her Commander
informed that he had in or about 20° fallen
with a large ship which he supposed to be a
Spaniard, but in consequence of her outsailing
him he was unable to ascertain her true character
at any time afterwards. His pennant
hoisted from a cruise and as reported, having
on board ship which showed Portuguese colors.

The Officer in charge of the pennant
also wrote as the ship for the purpose of
ascertaining when within about 80 yards
of her ordered to heave to which she complied
with and a round of musket shot
including ensign of his own and severally
hoisting his ensign and then firing shot
at her early armed with six guns and
manned with from 70 to 80 men he was
reluctantly compelled to give up the idea
of boarding her. Capt Oaks then informed
that there was a very suspicious vessel at
Off the mouth of the River Gallinias
when afterwards that the only Amer
vessel who left the Havanna on her the 5th inst
had been murdered and the murderer was
at large, Immediately made all sail
& about 5 PM I anchored within pistol
shot of the vessel and immediately sent
Chapman on board to Examine and do

enquiries as to her character. Of what [illegible]
I would respectfully refer you to my [illegible]
vation made before Jon. Roberts to also [illegible]
previous charges of an examination made [illegible]
will be my pleasure to transmit the same to you [illegible]
[illegible] of which are herewith [illegible]

Deeming it my duty to do so I have [illegible]
misdemeanor Port Regulations, brought in [illegible]
this vessel and put in double irons and [illegible]
consequence of Capt Ranch's expressing a
desire of going to Havana for the purpose
of shipping additional men I sent [illegible]
Chapman with a midshipman and [illegible]
men to take the vessel to Havana).

By the enclosed depositions you
will perceive that this vessel is most unlaw-
fully engaged in illicit trade and I beg leave
respectfully to direct your attention to the following
facts. The Brig is without a clearance from the
U States. Her invoice states that her cargo
shipped for Havana. This cargo was sold
to a most notorious slave factor at Havana
Her manifest or clearance were for Mo-
Her shipping articles irregular, & a num-
ber chiefly of foreigners, she brought pass. to
Havana this passengers are now there
any thing to shew that such passengers have
been on board, the cargo had all been sold
and her previous to the 19th February and
the Capt had rec'd nothing in payment.

Being finally convinced that the
Brig & her Papers was fraudulently filled out &
sailed from the Havana for the express purpose of
engaging in the Slave trade, and that she would
have sailed on the night of the 1st Inst had she
not been discovered and prevented with
much trouble I have deemed it my
duty to offer and I have deemed it my

ly to make the preceding report for your
Medicine

I have the honor
to be &c
Your most obedient
servant
Alfred Stillé

Com. Patrick Stanard.
Com. Pac. Naval Sta.
and Senior Officer present

[illegible] Lincoln to leave the vessel under your
care conformably with the District Attorney
instructions you will be governed, under
advice that you will draw [illegible] Officers
[illegible] to the circumstances transmitting
[illegible] on the Lincoln as a Prisoner.

Should your proceedings fall short
you are at liberty to purchase a supply from
the master of the vessel or from any vessel
you may fall in with. and as soon after
your arrival at Orleans as you can dispense
with the services of your Officer and Men
will send them by water to the nearest
[illegible] Port.

You will then be on Officer at the
[illegible] Custom House (if such [illegible]
[illegible] Custom House) You will of course report
yourself to him immediately on your arrival
[illegible] there be no such Officer— you will
[illegible] your arrival and proceedings to the
[illegible] of the Court.

And as soon as the District Attorney
[illegible] dispense with your services you will
proceed to Washington and report in person
to the Secretary for reasons already verbally
made known to you.

I am Sir

Respectfully

Your Obt Servt

Signed Isaiah Dashiell

Wm B Chapman.

report about the death, of the Chief Mate of the American
vessel instead of the Orleans mentioned at
a former of the creed or her passage from
Anna to Coast of Africa).

The next day of January (the account
was taken while I was in the cabin
writing with one eye passengers called
me, in some body coming down the steps in
a great hurry. I turned round to
observe, it be the Richardson the mate
having his two hands on his right breast and
his captain that Dutchman had stabbed
him in my arms.

Thinking that he had only fainted
I administered to him all those remedies that
such cases are generally used, but soon found
that he was a corpse. However I dressed
the wounds and laved him in his breath.

I thought proper not to let the men
know that the man was dead, and charged
the mate not to say any thing
about it leaving every thing to take its
course.

It is the custom to call all the
men after dead bodies, the
names and give him a burial.

It the man was taken on deck
as called all the men after to witness that
male was dead, the fellow that murder
him seemed to be very indifferent
about it and when I told him before the
boy was dead if he knew who had
it he replied yes Sir I see it

The body was secured up in his

. mattrass and blankets and so at Kattpat ran
committed to the deep

signed) Charles Ranch, master
of the Brig Linnet.

Off the Pallimar River Coast of Guinea
2 March 1811

On this eight day of March 1811
personally appeared before me the subs
ber Commander of the United States Sloop
Charles Ranch master of the American
Brigantine, Linnet on being duly sworn
deposeth and saith that the Statement
herein to annexed is true and correct in
all particulars to the best of his knowl
ledge and belief

In witness whereof I have hereunto
set my hand and affixed the Seal of
the U S Ship Spaniard on the day and
year above written.

signed Josiah Tattnall
Commander.

I Charles Ranelo of the American
gan the Lucas do say that when the com
ander of the U.S. Brig Porpoise first sent
officer on board the Lucas at Gibraltar as
was in need of assistance, that my cargo
had been sold for several days and as my
cage ended, that my first mate had
n murdered and my second mate dis
arged, and the murderer still remained
board having procured another knife
d confirmed that he was ready to use
if necessary. That I wished to return
mediately to the U States but foreing to
ve sea under the circumstances in which
was placed, I intended to go to Livorno
r Leghorn in search of assistance to
rn home and intended to ask assistance
m an English man of war if I fell in with
American. And it is now my desire to
turn without delay to the United States

U.S. Ship Saratoga
Mediterranean Roads March 8th 1816

Signed Charles Ranelo

Attest.

Charles Heywood Lt U.S.N
Horatio Bridge Purser U.S.N

Copy
Cor.

No 4

U.S. Ship Saratoga
Mesurado Roads
March 10th 1844

Sir

You will take charge of the American Brig Uncas now at anchor in this harbor and proceed in her with all despatch to N Orleans.

I have directed Pass^d Midn Duncan of this ship to report himself to you, and in addition to the four men left on board the Uncas by Lt Comdt Craven I have furnished you five men from this ship making your whole force to consist of one Pass^d Mid^n and nine men

You will not consider the Uncas as a captured vessel. but one needing assistance which is rendered on the masters declaration a copy of which I have furnished you

You will therefore extend to the master a proper consideration by suffering him to have charge of the Log Book and papers of his vessel but considering the extraordinary character of the Uncas and the transactions which have occurred on board of her. You will not suffer any undue consideration for the master to throw you off your guard and expose to hazard the lives of those entrusted to your charge

The murderer must be kept cured but have every indulgence extended to him consistent with his safe keeping

On your arrival at N Orleans you will not restrict the capt from visiting the shore and transacting his business, but you will not suffer any other person belonging to

ers

of the Revd Mr Hazlehurst stated that
the evening of the 1st of March while on board
of his Ship Porpoise on entering the Harbour
of Gallinas he was standing on the starboard
side of the vessel in company
with Capt Craven looking at her ship
and as she approached her ship
he observed from the Porpoise an appa
rent confusion among the crew on board the
ship, an individual answering to the ap
pearance of the Captain hurried from the
cabin, ran forwards and appeared to
give some commands to the crew, some thing
immediately thereupon overboard or
from the forecastle, On approaching the
ship a canoe was seen to shove off from
the shore towards the ship several large
canoes appeared at the mouth of the
Gallines while Capt Chapman was board with
the Mendis which from appearances on de
manding the character of the Porpoise immed
iately turned back and disappeared,
the appearance of the Mendis was that of
people ready to make war immediately,
on visiting the Mendis on Saturday morning,
the Captain appeared to be in a state of
great excitement.

John Jorgen states. Jumar Jones
Slaby, have sailed in three four ships
American vessels Lucia in ten years
three years. Sandwich about eighteen
gave one Mr Richardson for an Indian
slave, took the oath of allegiance
& declared his desire to become an
Jain citizen, Was seen on the quarter
of his box or three times before, once
at Gallinas before. Sails were bent ready
for sailing one day before the arrival of
the Perpetual. Captain said, he intended
to sail for Monrovia for the purpose of
depositing to an American man of color
an indictment criminally by a British
consular, also for the purpose of obtaining
additional hands for a vessel.

The man who murdered the mate
was put in irons by the Captain and
after three or four days he was let out
The mate was a good seaman. He found
his duty quite and was generally well
liked. The Captain ordered the vessel
to be cleared to be in readiness to sail im
mediately on the reception of a pass
from the shore. Does not know how
the Captain disposed of his cargo
he person came on board to buy it
nor did the Captain go ashore or any
line to sell it

This statement is regarded as true
round water & were about the same as that
of Gallinas

[illegible] Born in Italy name in
Italy [illegible] Bellis, [illegible] Residing [illegible]
[illegible] from a friend in [illegible] gave
[illegible] never made oath before a Magistrate
[illegible] from [illegible] York to Havana in the
Steamer. Entered in the capacity of Seaman
[illegible] were hired after the ship' hands left
[illegible]. Use of the star and chain and
[illegible] and the shackle fastened to the forward
[illegible] 12 fathoms of cable in each. Heard
[illegible] the Captain intended to cruise to Windward
[illegible] Bermuda Islands. Captain discharged, the
[illegible] made for Charleston. The Captain
[illegible] to put the Man in irons to be used
[illegible] with the murder of the first mate.
[illegible] him there was plenty time, he can stop
[illegible]. Does not know how to write when the
[illegible] is dispersed of his cargo. Captain
[illegible] not go ashore at any time, never used
[illegible] fastenings used for any purpose never
[illegible] when until after our arrival in the
[illegible] of Mexico and after the cargo had been
discharged

Seth Ballard in. Born in Italy. Resided in
United States four years first in Pennsylvania from
[illegible] Pennsylvania. Never took the oath of Naturalization as an American Citizen. Last
[illegible] from Italy in ship Master at Havanna. Since the
[illegible] Master at Havanna has an
[illegible] to Landing Prohibition. Never
[illegible] the days before the arrival of the
[illegible]. Do not know land or to whom
[illegible] Captain responsible of his cargo, did

not see the spaniards who came out as passengers after he left the vessel at Gal

Richard Lillen states four men before the mast came out in the lineas from Havanna, two mates and the [illegible] passengers and one boy acting as cabin boy and one cook. The lineas was [illegible] sailed from Gallinas the day before the arrival of the Porpoise, does not know [illegible] she did not sail, do not know to what port she was destined, heard that she was going to Sierra Leone for mine hands. Henry Flavanna in the steamer Natchez from New York as fireman, has about three years in the U States or sailing in American vessels, Born in Trieste was never naturalized as an American citizen, name and Antonio Cochin. first took the name of R L in New York. Never on the coast of Africa before, never saw a vessel make such extra preparations for getting off in haste as was made on board the lineas. I do not know why the sails were loosed about 30 fathoms of chain out on the starboard anchor and about 10 fathoms left on board, The cleets on deck abaft the foremast were for the purpose of securing the chain boy. The last canoe left the lineas about an hour and a half before Porpoise hove in sight Captain Rauch discharged his second mate at Gallinas, for drunkeness, I saw him once before at sea in liquor. Do not think that he was a good Officer, I The first mate appeared to be on good terms with the captain and was liked very well by the captain and was liked very well by the crew. I think

was a good Officer, I think the vessel
I sailed from Panama to the Coast
then in. I have a Checkerin which
I drew from my Standard at Augusta
and cut for Richard Lewis for which
paid $1. I gave it to Capt Rauch in
Panama

Capt Rauch the Question

The Decks of the Chain was shackled
to the forecastle when we first came
on Board. The Sails were handed by the
Men of the Captain on the Morning of
the day of the arrival of the Pacific and
not made on the Evening before when
several Boats left Balboa, when we
sailed at Panama. I expected to go to
Lima thence back to Panama. I never
understood that the Captain intended to come
to America). I never heard Expressions of
this who came out as Passengers in the
Vessel until he came on board. The Chief
Officer was I think a Spaniard. The
Boatswain was Spanish, the Cook of the
Vessel generally called Thirdsteward
did not know what Cargo was to be taken
in Callao, did not know that the Capt
had received freight Cargo. The Captain
lived with me for 9 or 8 months before sailing
in Panama, one month I pay for entrance
into Port, as a Magistrate in the Colonies
I do not Pay

Panch, cooked

Vessel- When we left Panama we had
on board Casks. Before the arrival of the
Pacific Four of the Casks were filled with Salt
Water, all the Stores on board consisted of
Barrels of Beef- five or six Barrels of Bread
& Barrel of Rice, one bag of Beans Part of a

bag of coffee. half barrel of flour. half a Barrel of Codfish. Fire woods enough for two months I think.

Capt Crawen questions.

Answers Each cask contained about 160 gallons. We used 5 casks of water from Havanna to the Gallinas

Georgetowners stated that when he went on board the Lincoln, the Captain appeared to be confused, the sails were loose, and every thing seemed in readiness to set sail immediately, I saw no grating lying on the sand in the Hold.

Mr Beeson stated that the vessel was in a perfect state of readiness to get underway at a moments warning. the sails were loosed, and just hung by the front gaskets. The Hatchet of the starboard chain was in the Hatchway, and could have been slipped in a moment. the gratings in the Hold. Hatchway just filled. Half the Hatchway other gratings about the same

Lieut Chapman states that he examined the casks in the Lincoln, three female and one large one was filled with salt

Capt Gattrale stated that the supercargo and Captain of the schooner Gin informed me that the Lincoln was lying off Gallinas, that her male had been murdered by one of the crew, the Captain complained of being short handed and spoke of coming to Monrovia. to seek aid instance from an American man of war

and that if he did not soon get assistance from an American he would have to seek it from the British. I should in consequence have gone up to the Gallinas to examine into the case had not the Porpoise anticipated me.

Lieut Spunyarn on board the Schr Jane Hannen stated that he arrived at Gallinas about the 25th of July. The Prize Master was at that time lying at anchor off Gallinas, the Captain came on board of the vessel and stated that he intended to go to Sierra Leone in search of an American Man of War. I then saw Capt Ranch before I said him at Gallinas when he told me that he was afraid to go to sea with his men.

Capt Welch of the Schooner Jane Hannen materially the statement of Lieut Spunyarn and in addition stated that if he could not fall in with an American Man of War that he would seek assistance from a British

Nota de los efectos que é remitido
en el Bergantin goleta Limeño de su Capitan

51 Pipas aguardiente
95 Medias pipas
34 Cueros Tabaco
26 Sacos de
7 Fardos mercaderia
3 Cajas de
101 Garrafones vacio
8 Cajas Fideos
500 Cueros Pabona
380 Ingas Mercaderia

y de mas hay ranchos y demas
el todo cuanto le manda su Amo
de q.e fabe mandado

S.S.B.S.M.
(signed) Charles Rauch

Recibido todo lo que contiene
nota siendo para que lo aga constar a q
corresponda se firmo en Gallinas a 16
Abril de 1841.

(signed) Pablo Sor. Spo

aeke . Sept. 18.

Sept. 17

rec'd Sept. 18.

B374 Sept. 10. 46

Sandeal.

Pius Aen 3

[illegible]

[illegible]

[illegible]

[illegible]

[redacted]

[illegible] diseases [illegible]
character but to which [illegible]
[illegible] in all climates.

Since our return to the [illegible]
an evident change in the [illegible]
which the men recover, [illegible]
affected with ulcers. The system
is much relaxed and [illegible]
no ~~system~~ treatment seems to have
cure. There appears to be a [illegible]
action, on the surface, and the re-
-ative powers of nature seem to be
-tirely prostrated. This condition
did not obtain at the North [illegible]
diseases were speedily checked
we were there - it is since our [illegible]
to the Coast, that this condition [illegible]

I renew the expression of my [illegible]
[illegible]
the [illegible] and the officers [illegible]
employed in this squadron [illegible]
of the third cruise of the [illegible]
on this Coast, confirms and [illegible]
fies that opinion.

I enclose you the report of the
Surgeon of the Saratoga, [illegible]
will perceive that the Coast [illegible]
broken out on board, but [illegible]
cases have yet proved fatal.

The occurrence of the [illegible]
[illegible] seems to overturn all [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

p 88 mai 22

ao k? Dec.

Pisa 3

Commo Perry July

Comodo Hosp. Italy

U.S. Ships Hancock
Asiatic Squadron Off Yokohama

Sir:

I have the honor to enclose herewith
requisitions for coal for this ship and
the case of William Brown, O.S., detached
from and to this ship

Very respectfully
Your obedient servant

W. E. Sewell

Commanding U.S. Flagship
Hancock Asiatic Squadron

Capt. John G. Mason
Secretary of the Navy
Washington D.C.

U.S. Ship Macedonian
Off Sea September 6th 1811

Sir

I have the honor to enclose herewith Proceedings of a General Court Martial in the case of Edward Watkins, Private of Marines attached to this Ship

I have the honor
to be very respectfully
Your obedt Servt
[signature]
Commanding United States
Frigate Macedonian

Hon.ble John. J. Hamilton.
Secretary of the Navy
Washington D.C.

p 115 Dec 9

U.S. Ship Macedonian
Port Praya Velotes 18th 1844

Sir

I have the honor to be the first bearer of dispatches belonging to the United States from this Station. George B. Porter ordered by your letter of the 13th June last to hand home to the Department and from Lieutenant attached to that vessel

I have the honor
to be very respectfully
Your Obt Servt

Hon.ble John P. Kennedy
Secretary of the Navy
Washington D.C.

Camm Penn Oct 19th

To Camm Penn Oct 22

Commo. Perry - Ok

P96-00022.

U.S. Ship Hartford
Port Royal Harbor 19th 1866

Sir

I have the honor to forward herewith copies of letters from the 11th 1866 directing the return to the United States of the Squadron on the Asiatic and West India Station. I have directed Senior Commander Braine in command of the Pensacola to proceed with all despatch to New York.

The Shenandoah left this port on the 27th ult. for Honolulu and the Sacramento for the Coast.

The Saratoga and Lackawanna are also on the Coast

I have the honor
to be very respectfully
your obdt servt

D. L. Braine
Commanding U.S. Naval Forces
Western Coast of Mexico

Hon. Gideon Welles
Secretary of the Navy
Washington D.C.

ae k? Dec. 5

pd 91 nov 22 M

Extract

of a Report of Lieut Commdt Craven of a cruise upon the Coast of Africa in the U S Brig Porpoise. dated Oct 15th 1844

Sir

I have the honor to report my arrival at this Port (Port Praya) having been absent in my last cruise 125 days.

Since the date of my last communication to you, I have been constantly occupied in the execution of the orders contained in your instructions of the 11th of June.

On the 27th of July accompanied by [illegible] of my Officers, I visited the shore at Cape Mount, in landing Assist Surgeon Maulsby and Acting Lieutenant Watkins were capsized in the surf and our canoe broken to pieces, I immediately pushed in with my boat, but did not reach the beach before the Kroomen had succeeded in landing Mr Foster and Mr Watkins safe, Mr Mulhanots [illegible] obtained a change of dry clothing, but unfortunately when we returned to the beach the surf had so much increased as to render it hazardous to launch a boat, and though succeeded after the fourth attempt in getting my boat outside of the breakers, after [illegible] several attempts to get them [illegible]

[illegible] Watkins and two of my boats crew on shore, early on the following morning they returned on board, and I sailed for the Galinas,

During my visit at Cape Mount I could not help observing the state of busy preparation which appeared to be going on about

[illegible] Canots Establishment, within the same [illegible] sure with his dwelling are four large buildings lately erected, and capable of containing [illegible] 1500 to 2000 Slaves. these he styles his workshop Store Houses etc. but they are evidently intended for prisons for Slaves. He has now on the stocks and in a considerable state of forwardness, a vessel of about 150 tons [illegible] so as to sail fast carry well, and of very light draught.

He was very communicative and made no concealment of the interest he felt in the success of those already engaged in the traffic of Slaves, he informed me that the Spaniard Castro who came out as passenger on board of the Uncas was at Sherbro where he was the agent of a large factory and had 600 Slaves ready to be shipped off by the first opportunity, at Galinas he stated that there were about 2000 Slaves and at New Destroys about [illegible]

The British Government had refused his application to be placed under its protection and he now intends to hoist the French flag. This visit to Cape [illegible] has proved a source of much pain [illegible] [illegible] the cause of the first [illegible] sickness on board of this vessel, and death been the consequence. All those who slept [illegible]

[illegible]

On the 3rd of August I boarded off [illegible] Mount the Americanship Virginia of New Bur[illegible] 46 days from Norfolk, with emigrants for the colony and stones in the squadron under [illegible] [illegible].

On board of this vessel I found [illegible]

[illegible] to make ample [illegible]
[illegible] to the coast would [illegible]
highly displeased, but [illegible] punish them
their want of good faith. The King [illegible]
a long smoke [illegible] it was true [illegible]
[illegible] plained of having lost her money and [illegible]
she had [illegible] the [illegible] of a [illegible] of [illegible]
[illegible] it, [illegible] continued, [illegible]
[illegible] the woman take the money and [illegible]
[illegible] that [illegible] stole it [illegible] King [illegible]
[illegible] her or her husband to make it [illegible]
[illegible] argument [illegible] himself [illegible]
if not a knave, and it appeared [illegible]
[illegible] that nothing but the fear of [illegible]
would operate upon his sense of justice [illegible]
and my reply was I was sorry that he [illegible]
taken this new view of the case, that I [illegible]
satisfied that the woman was guilty, that [illegible]
[illegible] himself, and if by the time I returned [illegible]
[illegible] the affair was not settled [illegible]
[illegible] I should represent the case [illegible]
In this case, Sir, I felt my situation
[illegible] great delicacy, and fearing that I might
[illegible] the bounds of my duty and taking [illegible]
consideration that any threat on my part [illegible]
[illegible] might render [illegible] situation
[illegible] the absence of our vessels [illegible]
[illegible] not unsafe, I did not urge the matter [illegible]
[illegible] strong terms as I should otherwise [illegible]

[illegible] the [illegible] for the [illegible]
[illegible] looking [illegible] [illegible]
[illegible] commander of H.B.M. Brig [illegible]
[illegible] (on the 26th), at anchor off [illegible]
[illegible] off that place on the [illegible] but [illegible]
[illegible] the [illegible]

p 11 A

172

U.S. Legation Guatemala
Port Prayer Haiti 1 Dec 1911

Sir

I have the honor to enclose herewith a copy and translation of another report of naval command taken in which he communicates certain information which he has been obtained in regard to the [illegible]

[illegible] information is communicated to the Department in the hope that it may throw some light on the determination of the persons in Washington who, while in all probability characterized for [illegible] the United States would be very much opposed to a plan [illegible] of [illegible] for [illegible] [illegible] [illegible]

act 2 Geo. 6.

P.C. 46 & 23 &

Duplicate

U S Brig Porpoise
Port Praya Oct 21st 1844

Sir

[illegible] I should report [illegible] of [illegible] while cruising off Galinas Pieas informed by Commanders Sir Wm Daniels and Tuck of H B M Brigs Kingdom & Albatross that one of their Vessels the Steamer Grouter or Hydra had captured a slaver, somewhere near the Equator, and from all I could learn I am inclined to believe that the Vessel captured was American not protected by either the Spanish, or Portuguese Flags.

Captain Tuck stated that the Vessel upon first seen, had the American Flag hoisted, that as the Grouters boats approached her, they were warned off but as the Officers persisted in boarding the Vessel and were going over her side, the American flag was hauled down and with some other things, supposed to be her papers were thrown over board. The boarding Officer upon enquiring the name & national character of the Vessel was informed by the person in charge that she had no name, no flag & no papers, and as she had a cargo of slaves on board she was of course seized and sent into Sierra Leone, where she was condemned.

Upon further examination on the part of the Officer the name of the Vessel, Cyrus, of Philadelphia was discovered on her stream

Commodore M C Perry
Commander in Chief U S Naval Forces
Western Coast of Africa

having been but recently covered with a coa
of black paint

Capt. Isaac Mitchell having [illegible]
before Mayor on the 12th of Sept. ult. that
Brigt Hector of New York of 300 tons m
owned exclusively by citizens of
that he had two passengers on board
[redacted]
[illegible] by the Brig Hector
Seven Seamen constituted the whole
Five officers of any Officers Mate Steward
All Negroes & Mulatto Stewards also one
Spaniard, who forthwith represented him-
self as being the master of the Slaver.

Very Respectfully
Sir
Your Obedient Servant
[illegible]
Secret Department

Washington, December 20th 1841

Sir

I have the honor to enclose herewith
copies of an application from Lieutenant Lewis
Cass dated from this City which is the
foundation of the Secretary's instructions to
the Commissioners, and to submit to your consideration
whether that the Secretary should be requested
to comply with his request.

I have the honor
to be very respectfully
Your obedient Servant
[illegible]
Commanding Military Force
Indian Frontier

Hon. John. C. Mason
Secretary of the Navy.
Washington D.C

Copy

U.S. Brigate Macedonian
at Sea Aug 19. 1844

Sir

I recommend that Lubeck (Wm. Marine) be discharged from the service as unfit for duty.

I am
Very Respectfully
Your Obt. Servt.
(Signed) W. Mayo
Captain

True Copy
Jeelich
W. Comp
(Sec.)

73. Hon Sec.

U.S. Ship Macedonian
Port Praya October 26th 1844

Sir

The Saratoga arrived at this Port yesterday from the Coast and last from Sierra Leone by reference to the enclosed copy of the report of Commander Fatenate will be perceived that everything is quiet on that part of the Coast visited by him.

The Decatur has not returned from her cruise south of the Equator (called the South Coast) but is hourly expected here.

The Porpoise sailed from hence for York on Wednesday last the 23rd.

Unless something may occur to detain her the Saratoga will have for Norfolk on Tuesday next the 29th and will take home all the invalids of the Squadron.

I have the honor
To be very respectfully
Your Obdt Servt
M. C. Perry
Commanding U.S. Naval Forces
Western Coast of Africa

Hon. John Y. Mason.
Secretary of the Navy
Washington D.C.

74 Hon Sec^y

U S Ship Macedonian
Port Praya. October 25th 1844

Sir

I had determined to send the "Preble" [illegible]mmander Freelon, on a cruise of a few days [illegible] and the Gambia to inquire into the [illegible]dition of American Trade in that quarter [illegible]ch now is and has been for many years [illegible]siderable value. When this morning [illegible] American Barque "Imogene" arrived from [illegible]jat, an ancient Portuguese settlement on [illegible] least South of the Gambia, bringing [illegible]telligence, as will be perceived by the enclosed [illegible] of the boarding Lieutenant, of a serious [illegible] of the Natives upon the Town and Garrison [illegible] Bissao. That the Garrison and European [illegible] were erecting pallisades and strengthening their fortifications, and that a considerable amount of American property left by [illegible] Masters and Supercargoes of American [illegible] in the hands of European and native [illegible] residents of the Town for purposes [illegible] barter was in danger of falling into the [illegible] of the attacking party. I therefore [illegible] patched upon the moment the Preble to [illegible] place, which vessel sailed this afternoon [illegible] past with orders of which the enclosed [illegible] "B" is a copy.

It is fortunate that I had a vessel [illegible] me of sufficiently light draught to [illegible] this duty.

I have the honor
To be very respectfully
Your Obdt Servt

[illegible]

Commanding U.S. Naval Forces
Western Coast of Africa

John T. Mason
[illegible] of the Navy
Washington D.C.

Copy

Port Praya, Island of St. Iago
Dec. 28th 1844

Sir

I have the honor to inform you of my arrival at this anchorage with the Portuguese Brig Vingadora from the River Gambia, bound to Lisbon, and to request that you will be pleased to direct that I may be furnished with such supplies as I may require, and as the Brig can afford.

I have the honor to inform you that I have been detained at the River Gambia, by the Portuguese Authorities there, for the purpose of having the Brig searched for Slaves, and that I have been treated with every attention and civility by the Governor and Officers of the Settlement

75 Hen Sec.

U S Ship. Macedonian
Port Praya. October 29th 1844

Sir

I have the honor to enclose herewith
copy of a letter from F. Gardner Esq U S Consul
Cape Islands by which it will be seen that
law or regulation has been revoked which
ched the payment of duties upon U S property
shipped in this Port from a hired transport
ition ship directly to a vessel of war and
rse which I formally protested and will be
ly referred to my communication to the Depart
ent.

The duties already paid by the Decatur
a Porpoise are to be relieved, but I would beg
e to invite the particular attention of the
partment to the first paragraph of Mr Gardner's
in which he says that U S property left
the Custom House more than two years will
be yet to the Custom House duties of the Island
ther it is consumed in the Island or not

I am satisfied that these restrictions
e their origin with the authorities of the
land whose interest it is to increase their
enue in every way, and I am equally sure
at the Portuguese Government if applied to
ld grant any reasonable accommodation
the deposit and safe keeping of the public
perty of the U States

But there would be no need of any
accommodation of a permanent Store vessel

John G. Mason
Secretary of the Navy
Washington D.C.

was attached to the Squadron, and even the arti
which might otherwise be left in the Custom House
after the expiration of two years of deposit cou
be removed on board the Stone Ships should sh
arrive out in time.

I have the honor
To be very respectfully
Your Obd't Servt

[illegible]
Commanding Hospital Fire
Western Coast of Unco

Hmm 175 e

U.S. Ship Decatur
Port Praya, November 6th 1844

Sir

I have the honor to enclose herewith lists
(in triplicate) of Officers and Crew of the
U.S. Ship Decatur Commanded by Robert Forbes
as of 1st 1844 to Sept 30th 1844, as on board at Sea
Quarter ending 31st September 1844

I am Sir
Your Obedient
Servant
[illegible]

Commanding National Forces
on the West Coast of Africa

Hon. John R. Mason
Secretary of the Navy
Washington City

f. 1/5 d'aug 11

P76 Hon Sec^y
duplicate

U S Frigate Macedonian
Sea November 2^d 1844

Sir

It will be recollected by reference to the enclosed extract from the report of Commander Tattnall already forwarded to the Department with my communication No 65, that the accompanying papers in reference to the French occupation of the Galoon River have been in my possession ... time.

I purposely retained them in the expectation of obtaining some additional information to communicate; but up to this time I have heard nothing more than rumor that the French are interfering unjustly with the established trade of the River. Yet as this information comes from no very authentic source I have not given it positive credence.

The "Truxtun" Commander Bruce will during his present cruize visit that neighbor and may in all probability enter the Galoon, from her Commander I may expect further intelligence, but judging from the report of Commander Tattnall, and from the known disposition manifested within the last year, both by French and English [illegible] established [illegible] respect the rights of the Americans [illegible] on this Coast, I am led to the belief that difficulties which have arisen in the Galoon have been and still are confined.

Mr John Y Mason
Secretary of the Navy
Washington D.C.

solely to the French Settlers and Natives,

It is not improbable that the Missionaries resident among the Natives of the Gaboon may have allowed their feelings and sympathies to become enlisted in behalf of these unhappy and degraded people, and that they may have embarked in their cause more warmly than political prudence would justify, and however their peculiar position among the Natives might admonish them of the propriety of non interference, they would be less than human if they did not sympathise with them.

The course so wisely pursued by Commander Tattnall, not to intermeddle in any manner in the affairs of the French & Natives and the advice given by him to the Missionaries has been approved by me and I trust will meet the approbation of the Department.

From all accounts the affair seems deep to involve the good faith of France, but judging from the known magnamety and humane character of the Great Monarch at the head of that Nation, it may be expected that he will not [illegible] wrong to be inflicted by his Officers (supposed [illegible] inclined) upon a defenceless and confiding [illegible]

The next vessel of my command [illegible] to seaward will have special orders to touch the Gaboon, as well for other purposes as to [illegible] more recent information on the subject.

[illegible] speculative, but they may lead to useful inferences.

I have the honor to be
Very Respectfully
Your Obdt Servt
M. C. [illegible]
Commanding U.S. Navy
Western Coast of

Anfrage
Rod

Memorandum AA to accompany
mmunication No 76 to Navy Department.

If I understand the designs of the French
reetry, they are desirous in the first place of
tablishing a permanent colonial settlement
on the Gaboon, where they already have a
orhold, and to carry out the plan, it is
ssible to obtain the jurisdiction of the
ncipal Native Trading Ruins near the mouth
that River, by which they can control the
ou trade outward and Interior.

This scheme is very naturally opposed
English Traders, they having for more
a century enjoyed almost the entire trade
this and the neighboring rivers.

The French are very selfish and exclusive
mingsolizing at their own few settlements
is Coast whatever advantages of trade
y can seize upon, and should they once
tain the jurisdiction of the Trading Ruins
d establish a Fort and Garrison in the Gaboon
direct trade with the Natives by other than
ch vessels would be destroyed.

But I am inclined to think that they
e an object in view of much greater impor
[illegible] advantages arising from
[illegible] trade of so little value.

Looking to the presumed object of the
nce de Joinville's visit along the Coast a
tle more than two years ago, to his selection
several points for the establishment of
ch settlements, and to the more recent
upation of Tangier, El Tusch and Mogador
[illegible] suspected that his government
[illegible] in contemplation [illegible]

Extract from a report of Commodore [illegible] Saratoga and Preble, dated June 9th 1846.

[illegible]

[illegible]

[illegible]

o m and page

to

To Summons ...
motion page 8

U.S. Ship Macedonian
Port Praya, [illegible] 9th 1844

Sir,

I have the honor to enclose herewith
two bills of Exchange drawn
upon the Navy Department
in favor of Lieut. [illegible] for
[illegible] dollars each

I have the honor
to be
Sir
Your obedient Servant
[illegible]
Commanding U.S. Ship
Macedonian

Hon.ble John Y. Mason
Secretary of the Navy
Washington D.C.

rec'd Jan. 18.

Forwarded
to C. Farragut
Comd. Western Squadron

[illegible] of [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Name and Reports of Vessels Seen, Spoken, & Visited in Conformity to General order, No 11. by the U. S. Steamer, Saratoga, Com. Abbot, Dep. Comm.
Month of May 1844

Month of May 1844

No. of Vessels seen	No. of Vessels Spoken	Name and Rate of Vessels	Nation	Name of Masters	Where from	No. of days out	Where bound	Cargo	Remarks
1st		Mark't Brig	"	"	"	"	"	"	May 1st Passed a Brig close aboard to the windward
2nd		" Barque	English	"	"	"	Standing to S.W.	"	" 3rd Schooner in distress to exchange Signals
3rd		a sail to the S.W.	"	"	"	"	"	"	" 6th at 8 AM to the S.E. to stand by & make out her character or cruize
4th		Spanish Schooner	"	"	"	"	Standing to S.W.	"	" 20th Exchanged Colors with the American Barque
5th		a sail to the S.W.	"	"	"	"	"	"	
6th		Mercht Brig	"	"	"	"	Standing to S.W.	"	
16th		a sail to Sothd	"	"	"	"	"	"	
17th		a sail to Southd	"	"	"	"	"	"	
18th		Mercht Brig Lucian	American	J. Coggins	Lisbon	6	Boston	Salt	
19th		" Brigt S.W.	"	"	"	"	Standing to West	"	
20th		" Brigt S.E.	"	"	"	"	Standing to West	"	
20th		" Barque	American	"	"	"	Standing to S.W.	"	
20th		" Brigt S.W.	"	"	"	"	"	"	
20th		Expedition	Edenburgh	"	"	"	"	"	
20th		a sail to S.E.	"	"	"	"	"	"	
21st		" Brig	English	"	"	"	Standing to S.E.	"	
21st		a sail to S.E.	"	"	"	"	"	"	
25th		Steam Packet	English	"	West	"	West Indies	"	
25th		Brigt Diana	Portuguese	"	"	"	"	"	
25th		Mercht Brig	English	"	"	"	"	"	
		Ship	Portuguese	"	"	"	"	"	
27th		Schooner Schnr Mary	French	"	Guadalupe	"	"	"	
29th		Steam Packet	English	"	Gibraltar	"	"	"	
28th		Mercht Steamer	English	"	"	"	Isle of France	"	

Very Respectfully
Your Obed't Servt
Joel Abbot
Actg Master

To
Commodore
M. C. Perry
Commander in Chief of the
U. S. Naval Force,
Western Coast of
Africa

Joel Abbot
Commander

Credits Granted, subject
and plan by the
"Deficit"
Nov. 1944

Duplicate

Returning an Exports of Vessels Seen, Spoken, & Visited, in conformity to General order No. 10, by the U. S. S. Decatur, Joel Abbot Esq Commander

Month of April

Date of Report	April	Date	Rate of Vessel	Nation	Name of Master	Where from	Tons	When bound	Cargo	Remarks.
Saml.		4th	Brig of war Spy	English	Lt. Wooldridge	Sierra Leone	1	Gaboon		Spy reported having chased a Slaver & caused her into Sierra Leone also that one of her boats had been fired into by a slaver wounding an officer & three of her men.
Wm Ellis		5th	Mer. Steamer Albert	"	del Lt. Tierra Jr	River Nunez		Sierra Leone		
Travia		10th	Schooner of war Legere	French	Lt. Mauville	Goree		—		
Author		11th	English Brig Belgian Barque	—	not ascertained	—		—		Black reported having been engaged in war with the natives of the River Nunez particulars not ascertained also reports having left there three American vessels
Samuel		10th	Barque Kensington	American	Gorham	Boston	23	East Indies	Flour for Squadron	
		6th	" Navarre	French		France		Isle of Bourbon	in Ballast	
Samuel		21st	Hermes Brig Mate	American	Cushing	Island of Sal		Coast of Brazil	Salt	Brigs Northumberland & Roberts Brig Elizabeth nothing
		21st	Merchant Brig	English					—	more in relation to them.
		23d	Brig Madagascar	English	Capt. Poole	Bonavista		Bonavista	—	Aboard the Madagascar the Smallpox had broken out
Saml.		23d	Brig Medford	American	Cushing	Isle of Sal		Coast of Brazil	Salt	causing them to send an officer & several men to the
Saml.		25th	Brig of war Parfait	"	Lt. Craven	Monrovia	21	Windward	—	quarantine ground on Bunce Island.
		26th	" " Urraca	Portuguese						"Urraca" bought with her as passengers the Capt. General
Saml.		27th	Barque Volcano	French		France		Isle of Bourbon		of the Cape Verd Islands.

Joel Abbot
Commander

Wm. Ellis Wilson
Lieut. Commdg
Attest
John Mullowny
Secretary

Commodore
M. C. Perry
Commanding No. E. Naval Forces
Western Coast of
Africa

Vessels boarded spoken
and seen by the
"Decatur"
April 1844.

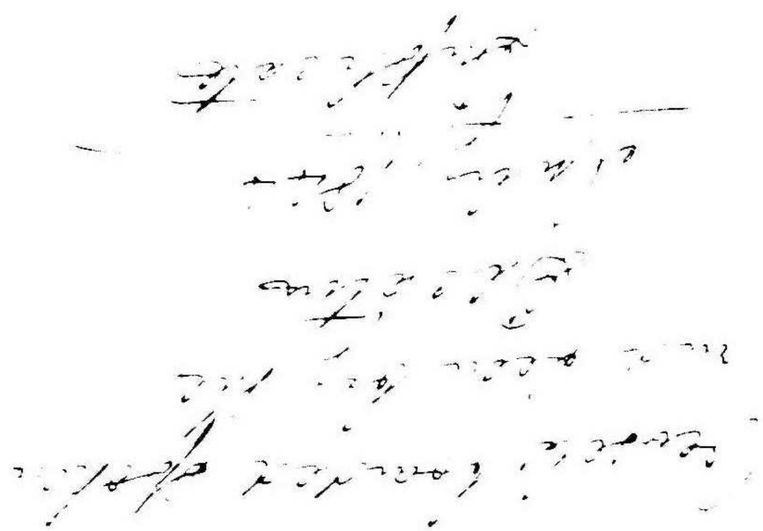
Duplicate

364

Return of Vessels Spoken & Visited in conformity to General order No. 10. by the U.S.S. Decatur, Lieut. Abbot Esq. Comm.
Month of July 1844

Date of Report	Name of Master	Nation	When from	Destined	When Bound	Cargo	Remarks
2nd	Barque Pilot Boat	Montgomery	American	Boston	2 mos	Boston	Pilot Boat	Brig Albert left New York on this last had not discharged Cargo
"	" Caroline	Wm. W. Hunt	"	"		Exchanging Coast	Stations	Cargo consigned to a person at Lagos name Unk. to leave in ballast
3rd	Brig Albert	Vesselary	"	Bahia	30		Pass Tobacco	
"	" Girl		"	"			Same	Brig Girl left New York 1st when she belongs Sept 1842.
"	" Salomon		French	Havre				Cargo consigned to same person as the Albert. The Albert & Girl
"	Lorena de la Sana	Abbot	"	Bahia	3 mos			reported that the English Brig of war Star Lake, had been in
"	Bar Bachiner		Brazilian					there, last month & communicated with them.
"	Barque Rosa		Genoese					
	Brig Esther	Carpenter	English	Liverpool			Pass ol	While here the U.S. Brig Porter, the Captain of the name English
	Barque Rose	Eskeldel	"	"			"	vessels boarded as, Reported that the American Schr
	Brig	Crew	"	"			"	Girl, Capt Hodge sailed from Porto, last month Days
								since, thought to belong to Philadelphia, bound to the
12th	Barque Marseillaise		Portuguese					United States —
23d	H B M Brig Wasp	Commd Bassett	English	Jamaica		Ballast Remain		The English Brig of war Wasp has orders to cruise in the Bight
"	" Zenet	" Pakel	"	Coast		Shipping.		The Zenet from the Coast bound to Matanzas with dispatches
24th	Brig Sea Elf		Captured Zenet			Standing off the Elf		for each. Lines of the Brig the visited on the 24th

Brig Perseverance
Off Porto Praya
Cape Verde Islands
Aug 5th 1844
H.B.M. Ship Wasp
Cruising off the Elf



Reports of Vessels, Gron Sicken & Visited in conformity to General order No. 10 to the U. S. S. Decatur, Lord Abbot Esq. Comm.
Months of August & Sept. 1844

Date of Visit	Nation	Name of Master	No. days out	Where from	Where bound	Cargo	Remarks
[illegible]	English	Comm. Gunlap					Aug. 22d Gerseven a full rigger Brig, suspicious chased [illegible] off shore. She showed no colors at the two guns [illegible] of them shotted she outsailed us & escaped. Supposed from her appearance to be a Spanish vessel
[illegible]					[illegible]		Aug. 23d Communicated with English Brig of war [illegible] Comm. visited this ship, parted company at sunset. The Brig [illegible]
[illegible]	American	Nelson	10	Galena			Aug. 25th A strange vessel in sight to the [illegible] chased [illegible] the day by English Brig of war. At day light saw them both at [illegible] near each other to the S. & E.
[illegible]	Portuguese						Sept. 4th Found the Brig which was seen [illegible] wards to be the Amn. Brig Legris Capt. [illegible] bound to [illegible] from Ambriz.
[illegible]	Portuguese						From Buenos Aires we heard of the nomination by the Convention of Henry Clay & J. Polk for Presidents of the U. States & [illegible] for Vice President.
[illegible]	Brazilian						
[illegible]	Hamburgh						
[illegible]	English	Sir Wm. Daniels		[illegible]	[illegible]		The English Brig of war Ringdove reported having communicated with the U. S. Brig Porpoise off the Galinas.
[illegible]	Portuguese						Sept. 27th The Albatross orders from the W. Indies stated to the African to cruise to the S. of Benguela, touched at Ascension & Sierra Leone reports having captured the Slaves Veladore under the name of Constantia, saw the U. S. Brig Porpoise & U. S. Brigade Macedonian off Galinas, the former cruising, the latter standing to [illegible]
[illegible]	Portuguese						
[illegible]	[illegible]	[illegible]			[illegible]		
[illegible]	French						
[illegible]	French						
[illegible]	[illegible]						
[illegible]	English						
[illegible]	English	Sir Wm. Daniels					
[illegible]	Portuguese						
[illegible]	French	Mr. Lalement		Marseilles	[illegible]		
[illegible]	Hamburg	Brandenburg	5	Loando	Benguela	Trade goods	
[illegible]	English	Comd. Reg. York		St. Helena			

The Albatross was in search of the Ringdove, the Comd. order to report to Comd. Daniels & to cruise under his orders. Reported also having [illegible] been in company with the Vincennes, Brandywine, [illegible] & Fleet in the West Indies.

Capt. Lord Abbot
Commander

Capt. [illegible]
Commanding the
U. S. S. Decatur

[illegible]
[illegible]
[illegible]

...ing are Reports of Vessels Seen, Spoken & Visited, in conformity to General order No. 10. by the U. S. S. Decatur Joel Abbot Esq. Commd.
Month of June 1844 Month of June 1844

Day of month	Rate of Vessel	Nation	Name of Master	When bound	No. days out	When from	Cargo	Remarks
1st	Man of war Schooner	French	"	"	"	Madeira	"	at anchor in St. Cruz Road several [illegible] vessels not visited
2	" Brig	Spanish	Not visited	"	"	"	"	at anchor off Las Palmas, [illegible] not visited.
3	[illegible] to S. & W.	Not made out	"	"		"	"	
4th	[illegible] Brig	Brazilian	"	Standing to S.	"	"	"	
5th	Brig	Not made out	"	Standing to S. & E.	"	"	"	
6th	Merch. Schooner	Portuguese	"	"	"	"	"	
7th	Man of war Brig	American	Lt. Comt. Craven	Monrovia	"	St. Cruz	"	
8th	Brig to S.	Not made out	"	Standing to S. & W.	"	"	"	
9th	a sail to the N. & E.	Not made out	"	"	"	"	"	
10th	a Brig to N. & E.	Not made out	"	"	"	"	"	
11th	a sail to S. & E.	Not made out	"	"	"	"	"	
12th	Corvette Saratoga	American	J. Tatnall Esqr.	Porto Praya	"	Leeward	"	
13th	Barque Reaper	American	Gallop	Leeward	"	Salem	"	
14th	Merch. Brig	Bremen						
15th	" Schooner	Hamburg	Not ascertained	"	"	"	"	
16th	" Brig	English						
17th	Man of war Brig	American	Lt. Comt. Craven	"	"	Porto Praya	"	

Very Respectfully
Your Obedt. Servant,
J. Abbot
Acty Master

To
Commodore
M. C. Perry
Commander in Chief of the
U. S. Naval Forces
Western Coast of
Africa

Approved
Joel Abbot
Commander

Extract of Letter from Officer
and Men of the
Expedition
June 1844.

Duplicate

[illegible] are Reports of Vessels seen, spoken or visited in conformity to General order No. 10 by the U. S. Ship [illegible] Lt. Commanding for the month of September 1844.

[illegible]	Date of Vessel	Nation	Name of Master	Where from	Where bound	Cargo	Remarks
[illegible]	[illegible]	American	Anthony				
[illegible]	[illegible]	American	Delano	New Bedford	Cruising voyage		The American came to enquire after one of her boats which was missing with 7 men. The Boat returned from Mayo on the 7th Inst.
[illegible]	[illegible]	American					Whaler
[illegible]	Barque	American					
[illegible]	Brig	American					
[illegible]	Brig	American	Rider	Salem	24 Cape de Verde & Gambia	Assorted	Four or five days before he sailed a sloop of War sailed from Boston for the Coast. One passenger an African.
12	Brig	American	B. A. Green	N. York	Trading	General	
[illegible]	Barque	American					Whaler underway.
[illegible]	Barque	English		—			Passing through the Channel
21	Brig	English					Passing through the Channel
21	Brig	French					" " "
23	Brig						
"	Schooner						

Appd. [illegible] Tattnall
Commander

Mundtlig Forhandling
Fredag den 9de Februar
Efterm. 2 Uhr

Returns of Vessels seen, spoken & visited in conformity to General order No 10. to the U.S. Steamer Sal Abbot during the Month of October 1844

Month of October 1844

No.	Date of Report	Name of Vessel	Master	Whence from	Destination	Where bound	Cargo	Remarks
1	1st	Brig Sarah Ropes	[illegible]	[illegible]	English	[illegible]	[illegible]	American Brig boarded reported name of Capt. Ross Boston
2		[illegible]						Bremen 1825 at Monrovia also that the medicine of
3								Port Bann home to Mr. and the satisfact of the month
4								Col. 21st Inspection duties for the Cabins.
5								The Brig English man had been a Liberian
6		[illegible]						American Mediterranean & the most of another Voyage with some
7		[illegible]						Specie aged Class & female signed with the English Brig, was Stand
8								in for the Line, Apparently bound for Sierra Leone
9								Capt. Benjamin Wells
10								Lieut. Commanding
11								Acting Executive Officer
12								U.S.S. Decatur
13								
14								
15								

Vessel boarded spoken and
seen by the
"Decatur"
October 1844

Duplicate

No 74 Honble Sec^y

duplicate

U.S. Ship Macedonian
At 8 A.M. off St Jago
Cape Gobirdis, Jeremiah 25th 1844

Sir

It is possible that the printed statement, [illegible] forwarded, may not have met your eye, and though I have very strong doubts of the whole [illegible] as given by [illegible] Lamas I have thought [illegible] forward a [illegible] copy of [illegible] Senior Officer of U.S. Ship [illegible] Station, a copy of my letter [illegible] Officer, herewith enclosed, with explain[illegible] which have influenced me in [illegible] him.

This Schooner "Cyrus" is, I presume, the same vessel referred to in my communica[illegible] to the Department of the 23rd ulto, No 72. The very discrepancy as to her identity is, that [illegible] account she is represented to have [illegible] Philadelphia, and in the other [illegible] Orleans.

It is but justice to the British [illegible] generally in his station to say, (and I [illegible] the fact with great pleasure) that with the exception of the proceedings of Commander Bosanquet, I have not within the last 18 months heard of a solitary [illegible] of an improper interference with the American Flag, on the contrary, there appears to be a mutual disposition among those of both Nations to cultivate a [illegible]

Honble John C. Maser.
Secretary of Navy
Washington D.C.

* The same with other foreign ingredients.

77 Lots

abandonment of my vessel and I and my c
left her at the same time.

P. C. Dumas.

The Atlas says the foregoing are the [illegible]
received from Captain Dumas and we publish
as received. Captain Adams, of the Herse
further informs us that it was reported at [illegible]
[illegible]
possession of by the Portuguese, and filled w
slaves.

The foregoing was taken from the Bo
Mercantile Journal of Saturday Evening Oct
in which paper it was copied from the Bo
Atlas of the same date.

U.S. Ship Macedonian
Atlas Off St Jago. Cape Deberdis
November 25th 1844

Sir

I have the honor to enclose herewith
manuscript copy of a statement which has
[illegible] the American newspapers over the
[illegible]
[illegible] of such information as may
be in your possession in reference to the boarding
and examination of the "Cyrus" by H.B.M. Brig
Hart and of the subsequent movements of the
first named vessel.

From a newspaper account of this
kind I can form no correct opinion as to the
truth or falsity of the statement of Mr Dumas,
and for this reason refer the matter in the
most cordial manner to you, being satisfied
you will agree with me, that such reports if
not uncontradicted or unexplained are
calculated to give rise to misconception, and
to engender unfriendly feeling, where it is
desirable none should exist.

The enquiry is moreover due, as well
to the elucidation of the truth, as in justice
to Commander Bosanquet, against whom this
is not the first complaint that has been made
of singular conduct in regard to the American
Flag.

I am the more desirous of thoroughly
sifting this matter, as from other information
in my possession, I strongly suspect that the
Cyrus, though originally an American vessel,
had passed into foreign hands, and consequently
had no claim to the protection of the American
Flag.

From the information which I may

hope to receive from you, it is possible that a clue may be found, by which, to trace out the true history of this vessel.

With assurances of my Respect and Esteem

I am Sir

Most Respectfully

[illegible]

United States Naval Forces

Western Coast of Africa

Commodore William Jones.

Commanding Her Britannic Majesty's Naval Forces

Western Coast of Africa

P.T.S. Honble Secy

duplicate

U.S. Ship Macedonian

At Sea Off St Jago Cape Verdes

November 25th 1844.

Sir

I have the honor to enclose herewith a copy of the last report of Commander Abbot of the cruize of the U.S. Ship Decatur under his command along the Coast as far South as Benguela, and would respectfully invite the particular attention of the Department to its interesting contents, as describing a part of the Coast never before visited by an American vessel of war.

Commander Abbot also furnishes the latest information from the American Settlements, Missionary Establishments, &c and bears ample testimony to the favorable condition of things as connected with American Interests.

I have the honor to be

Very Respectfully

Your Obdt Servt

M. C. Perry

Commanding U.S. Naval Forces

Western Coast of Africa

Honble John Y. Mason

Secretary of the Navy

Washington D.C.

78 Ship

Respects
Rear Ad

R Mar 31

1797 No 78 Hon Sec's Enclosure 1 Duplicate 561

Barbadoes Road
Fort Royal Martinique

Sir

I have informed you respecting my
arrival here and consigned up to the 25th Inst, the
date of my dispatches from this place on the 18th,
by which you will perceive that I was then in
expectation of sailing, but the Wind
& Current setting strong to the Southward
& Eastward, prevented my getting out of the Bay
until the 19th Inst, when I proceeded to sea with
the Squadron under my Command, & the Convoy
bound to the Leeward Islands, & Jamaica, but
the Wind blowing fresh at E.S.E. & E. by S.
with a strong Current setting to the Westward
I found it impracticable to get to Windward
of Barbadoes, & therefore bore away for
Tobago, with the Convoy bound to Jamaica,
& Dominica, Grenada & the Grenadines, & Antigua
& Montserrat, & Nevis & St Kitts, & Anguilla
& Tortola, & the Virgin Islands, & Porto Rico,
& St Thomas, & St Croix, & St Eustatia, & Saba
& St Martins, & Barbadoes, & Martinique, & Dominica
& Guadaloupe, & Marie Galante, & the Saintes,
& Deseada, & Montserrat, & Nevis, & St Kitts,
& Anguilla, & Tortola, & the Virgin Islands,
& Porto Rico, &

[illegible]

[illegible] Thomas or St Thomas and Salvador to
proceed as soon as the Equator will bring the land
near to bear S.E. by E. from which to continue
coasting the land as far South as St Philip de Benicia
which point, we hope some time during the ensuing
summer it [illegible] to proceed to the Gospel Bay South, to examine
the coast, for a harbour, and if [illegible] to land at
the Bay of Benicia, and [illegible] to proceed to Port Egmont, or Falkland Islands, and
to perform the same.

Having performed this second service to
the Crown, that of the execution of which
I flatter myself no doubt will be entertained,
I shall then return to England, after a stay of
[illegible] days there, at this period, I cannot
be positive as to time, as I shall be governed
by circumstances, which I cannot foresee, in the
execution of the service, at which time I
shall have the honor to wait upon their Lordships
with the necessary vouchers and explanations
of my conduct and proceedings.

I shall then proceed down the coast to
the Gulf of Benicia, that is the upper part of the
state of Neuva Galicia, and [illegible] the whole
coast of Neuva Galicia is the only known part of this
[illegible] which remains to be performed by the Spaniards
to complete the whole coast of America, from Cape Horn
to the Straits of Magellan, at which place

particularly on my return, being becalmed and at an anchor several days near half Berrily where the villages were burned, the most respectful and friendly demonstrations were made by the several Kings and Chiefs with whom you made a treaty, two of them, King Ben of Gra[illegible] Berrily, and King Tom of Rockbouk [illegible] their treaty documents on board with friendly messages. King George of Bassa came on board in person in the most dignified, courteous and friendly manner, bringing with him a large bullock, which he presented through his head chief as a dash in token of friendship, and which made a serving of one days ration to the whole Ship's company. I obtained information from his head chief of what would be acceptable in return, and of course reciprocated his dash of friendship, and he left in an [illegible] interesting manner he came, apparently well pleased.

From my own observation and from the remarks of others I am persuaded that since your settlement of the Berrily, piracies and murders and other difficulties on the coast, there is no national flag seen between the Island of Sherbro and the Equator that is so highly respected by the natives as the American.

The true merits of all these cases are well known to the Kroomen, who may be termed the African Marine, who make known at every point of the coast they visit what the Americans have done, and as they are favorably impressed with the American

the national character as the best one. I believe four or five were Americans, I saw two Spanish slavers and gave chase to one of them several times, in hopes of some English cruizer heaving in sight, and by our cooperation a capture might ensue, but which could not be made by me if I should overhaul her and find her full of slaves, as it was, the only satisfaction I had, or could have, was the retarding her operations for several days. Captain Hunt of one of the American vessels informed me that these vessels had been hovering about for several weeks, and had been repeatedly chased by the English Cur. Big Sea Dark, a celebrated fast sailor, without being able to come up with either of them.

At Sargos, a celebrated slave mart, I found seven vessels. 2 American, 2 French. 2 Brazilian and 1 Genoese, and sent a boat to most of them, all these vessels brought slave cargoes on freight from Brazil, but probably none of them intend to take away slaves, unless it may be the Brazilian,

From your intimations, I certainly expected to meet you in the Bight, and was disappointed when told the Macedonian had passed, and I found we should probably not meet until my return to Port Praya, July 17th Arrived at West Bay, Princes Island where we obtained wood and most excellent water,

The English make great account of this Bay for wood and water and as a

deposit for coal for their Steamers. Two of their Gun Brigs came in while we were there,

From this (after a few days stop to repair boats put ship in order and clean her bottom) crossed the Equator and made the land near Cape St Catherine agreeably to your orders, and traversed the coast along as far South as St Philip de Benguela, at which we did not arrive until the 23rd of September, owing to light head winds and a strong opposing current always prevailing at this season of the year.

I stopped at and communicated with the following places particularly viz: Loango Ambriz, St Paul de Loanda and St Philip de Benguela,

At Loango replenished our wood and water, The water at this place is good much better than at any place on the coast South of the Equator, the water being generally scarce and bad, This is a Native place with no white residents except 4 or 5 English Gentlemen having charge of two English Trading factories. An Extensive Slave Traffic was formerly carried on here, but for more than a year, I was told, no Slaver had been there probably owing to the close watch kept by English Cruizers, together with the peculiar location of the place, being situated at the bottom of a deep bay and having an extensive reef running out from it, so as to make it almost impossible for a vessel inside the reef to escape from the

observation, or reach of a cruizer outside.

There had been no American vessels at Loango for several months, since the location there of English factories the American Trade has been turned elsewhere.

From Loango it was my intention to touch at Cabenda, a place still frequented by Slavers, but falling in with an English Gun Brig just out from there, the Comdr of which informed me that only two vessels were there, a Brazilian Brig and an American Schooner. The latter had brought on freight from Brazil a slave cargo, the master who came out in her had just died with the fever. She was to return back to Brazil. The Brazilian Brig he thought a suspicious vessel and was closely watching her movements, being pressed for time, together with other circumstances. I gave up going in to Cabenda and passed on to Ambriz, where I found an American Trading Brig from Salem (Mass) the master of which was in much trouble with his crew, they being in a state little short of mutiny. I soon put them to rights and restored harmony. By written request of the master, I let him have a good man, a connexion of his mate and shipped one of his malecontents. This vessel after disposing of her cargo was bound near the Cape of Good Hope for Guano, or Bird Manure, I subsequently met her master at Loanda and enquired how he got along with his crew. He remarked "O right smart" since

On arriving at Loanda, an ala Navarial of about eighty years of age, who is at the head of all the Portuguese settlements on the coast, sent his certificate on board of the Resolution, and the Governor soon after came on board in person, and received us in the most friendly manner.

Both the Governor and Bengueelans are extremely solicitous to trade with the English, and they are particularly attached to the Bandukaricans. Both are extremely active, and are not accomplished in the deceit, and villainy practised by the Portuguese traders. The Governor is a native of Portugal, but has resided many years in Africa, and is married to a native of Loanda, who is also extremely attached to the English, and to their interests. She frequently visits the ships, and is always treated with the utmost respect and attention by the officers and gentlemen. The Bengueelans are a tall, handsome race of people, and are extremely active, and capable of undergoing the greatest fatigue. Their complexion is a jet black, and their features are regular, and handsome. Their hair is black, and curled, and they wear it in various fashions, sometimes cropped close to the head, and sometimes suffered to grow to a considerable length, and then combed out, and tied behind in a bunch. Both sexes are fond of ornaments, and wear bracelets of brass, copper, or iron, on their arms, and legs. The men have also a kind of apron, made of the skin of some animal, which they wear before them, and which is fastened round the waist by a girdle. The women wear a piece of cloth, or linen, about their middle, which reaches down to the knee, and sometimes lower. They have also a piece of cloth, or linen, which they throw over their shoulders, and which hangs down before, and behind, almost to the ground. Their dress is very modest, and decent, and they are particularly attentive to keep it neat, and clean. They are a mild, inoffensive people, and are very much attached to the English gentlemen. The Governor, and Commission of the country by Duly 3rd 1784, believes a great number of Portuguese whom I had a conversation with, have been settled there for many years, and have married native women. They have also children by them, who are brought up in the Roman Catholic religion. There are also many English settlers, except one Englishman, who have resided there for many years, and have married native women. They have also children by them, who are brought up in the Roman Catholic religion. The Governor, and Commission of the country by Duly 3rd 1784, believes a great number of Portuguese whom I had a conversation with, have been settled there for many years, and have married native women. They have also children by them, who are brought up in the Roman Catholic religion.

[illegible] English [illegible] great [illegible]
[illegible] [illegible]
[illegible] will [illegible] remark that in all [illegible]
= [illegible] with [illegible] [illegible] [illegible]
the [illegible] [illegible] [illegible] have fallen in with
[illegible] a number [illegible] [illegible] the most
[illegible] [illegible] [illegible] [illegible]
the [illegible]
= [illegible] calculated to [illegible] the [illegible] of
the slave trade, and the most [illegible]
ready [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible]

I also beg leave to remark that at [illegible]
made diligent enquiry of the English [illegible]
commanders and officers, their [illegible]
[illegible], [illegible] many [illegible] [illegible]
[illegible] [illegible] of different nations, [illegible]
with [illegible] [illegible] to have [illegible] on board
[illegible] of the [illegible], whether they [illegible]
or [illegible] [illegible], or [illegible] since the
[illegible] [illegible] of the African squadron, and
[illegible] vessel [illegible] in carrying on
slaves, and the universal reply has been
"not one", but they have almost all remarked
upon the many cases of [illegible] [illegible]
[illegible] and slave cargoes on board the
slave merchants at slave ports, and of
some with verbal [illegible] arrangements
for the sale of their vessels, having [illegible]
out as passengers the officers that were to
charge, after the change of National char-
acter would, if nothing occurred [illegible]
carry away a cargo of slaves under another
flag and documents. It would be [illegible]
to find a stronger case in point than the

of the Uncas, as far as design and intention went, and as far as she was suffered to proceed, but with the admirable tact and judgement characteristic of Commander Stalnall she has aided home with all the combination of facts and circumstances in the case [redacted] law and justice might warrant, but I understand that her case was not considered marked enough to justify a prosecution, therefore, I feel confident that no case has occurred within my reach of action that would have justified me in making a seizure or detention.

On my return North, I touched off the Sierra Leone and at Cape Palmas, as I have already mentioned. From thence proceeded to Mesurado, took in wood and water and hastened to this place, which I reached yesterday and had the satisfaction to see you arrive a few hours after. It is a pleasing circumstance for remark that in all my extensive cruizing on the coast of Africa my ship has met with no accident, that there has been no case of African fever on board, and but very little sickness of any kind. There has been no death on board, and not one of the company I believe which left the U States in the ship has died, except my late excellent and worthy Surgeon Dr Wolfley, whom I left here in June last, peculiarly afflicted with bodily and mental sickness, and whose melancholy death occurred in my absence, with all the particulars

particulars of which you are acquainted,

For this remarkable degree of health and exemption from accidents, I feel that my grateful acknowledgements are due to a gracious and merciful Providence.

That the Decatur has been upon a constant [illegible] by the fact that since [illegible] her late cruize, she has been anchored Sixty one times, and since her arrival from the United States One hundred and ninety six times.

Besides this communication of general remarks, made too prolix, I fear, I have taken the liberty to give you a long detailed report made up to this date, embracing most, if not all, the minute details of my doings, with most of the little incidents and circumstances which have transpired during my late cruize, together with such information as I could collect on the subject of trade &c, all which is most respectfully submitted, not only officially for your information, but with a view and hope of deriving from your superior experience and judgement a knowledge of whatever does not fully meet your approbation, or coincide with your views of expediency and propriety.

In closing this report, which may probably be the last I may ever have the honor and pleasure to make to you, I trust it will not be deemed improper for me to tender to you my thanks for the confidence reposed in me and to assure you of the grateful remembrance I shall ever cherish

[redacted]

1st Honble Sec^y
duplicate

U.S. Frigate Macedonian
Port Praya November 28th 1844

Sir

I have the honor to enclose herewith sundry papers numbered from 1 to 6 referring to a charge made by Commodore John Foote late Senior Officer of Fl. 3 U. Naval Forces on this station against the American Barque Imogene of being engaged in the Slave Trade.

This accusation coming so directly from Commodore Foote induced me to adopt every means of tracing out the movements of the Imogene and I consequently sent Commander Tattnall in the Saratoga to see Vista to collect information on the subject.

It will be seen by reference to an extract from his report paper A that there seemed to be little foundation for the charge of Commodore Foote, and fortunately for the credit of the Master and owners of the Imogene, that vessel anchored at this Port on the 26th inst. direct from the Coast and thus [illegible] me an opportunity of instituting a searching examination of her Master, his papers, Log Book &c.

The result of this examination will be found in the Report of Captain Mayo and Commander Tattnall, marked B,

Honble John Y. Mason
Secretary of the Navy
Washington D.C.

[illegible] against [illegible] Americans, &c.
vessels. [illegible] Americans in contra-
distinction to those of other Italians, Portuguese,
Spanish, and Portuguese, that [illegible]
in possession of their rights against
the American flag to recover [illegible]
against vessels [illegible] Americans, &c.
vessels. [illegible] Americans in contra-
distinction to those of other Italians, Portuguese,
Spanish, and Portuguese, that [illegible]
in possession of their rights against
the American flag to recover [illegible]
=sist cases of the capture of the British ves-

I have the honor to
be very respectfully
Your obedient
Servt
H. Chauncey
Commanding U States
Lakes on Lake Erie &c

79 Head

Original Road

A

H/G Enclosure duplicate

Extract from a Report of
Commander J. Featherstone, Commanding H.M.S. Ship
Virago dated at Port Royal Harbour. September 15th 1846.

I have pleasing communicate with the
Commissioner of Light on the Pier Head
and Admiralty, as per Chronological Series,
which I accept as satisfactory information
respecting the Buoys shewn on Chart,
I have also communicated with the Harbour
Master, and the Inspecting Officer of Coast Guard
Service, and have obtained from them
information of the Buoys shewn on the Chart
Buoys, &c. &c. as per Margin, and
have found them correct, with the exception
of the Buoy on the Middle Ground
which is not in its proper position
as shewn on Chart,

1.

p79. Enclos. duplicate

U.S. Ship Macedonian
Port Praya October 26th 1844

Gentlemen

Enclosed you will receive certain documents in respect to the American Barque "Imogene" of Boston; George H. Williams, Master;

You will be pleased to confer with the U.S. Consul, Mr Gardner, and after consulting with him, proceed on board and Barque Imogene, and there institute a strict and searching examination into all the circumstances and incidents of her [illegible] reasons of her having a crew [illegible] on [illegible] &c &c,

This investigation is due alike to the master and owners of the Imogene, as to a strict enforcement of the United States laws,

Be pleased to report to me in full the result of your examination

Your Respfly
Your Obt Servt
Signed, M. C. Perry
Commanding U.S. Naval Forces
Western Coast of Africa

Captain Isaac Hago
Commanding U.S. Ship Macedonian
Commander J. Tattnall
Commanding U.S. Ship Saratoga

[illegible]

[illegible]

I have the honor to enclose you a communication which I found here and [illegible] addressed to you, & which I will thank you to forward to [illegible] as the information it gives [illegible] [illegible] as possible.

I [illegible] to enclose you one of the [illegible] which [illegible] the [illegible] of the [illegible] [illegible] [illegible]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Journal Sea

Sea Isle, 13th June 1844.

Barque Bourgarne of Dunkirk

Wellcome Master.

The enclosed Documents on board are the Captain's, Mate's and Steward's Certificates, Crew's Clearance, Ship's Papers &c.

She left Dieppe about a month since for Port Praya, Cape de Verd Islands (Portuguese) with Provisions (Corn in Sheaves), Cloth &c Cargo, Consigned to Messrs Bonnefoy, Bernier & Co Merchants Agents to the Shipowners at Port Praya, Where she is Expected Loading at Port Praya for her Cargo.

Experienced Dreadful Gales of Wind & Heavy Seas, the Bulwarks Stove in Several Places & Lost all her Boats, Sails &c, Split to Ribbons, Shifted Cargo, Lumber &c Washed Overboard, Split Mainmast & Foremast Sprung, Rudder Damaged & Shipped Several Seas, Steering Gear Damaged & Stove in Several Places, Leaking at Port Praya when she Arrived.

Experienced Dreadful Gales of Wind & Heavy Seas, the Bulwarks Stove in Several Places, Lost all her Boats, Sails &c, Split to Ribbons, Shifted Cargo, Lumber &c Washed Overboard, Split Mainmast & Foremast Sprung, Rudder Damaged & Shipped Several Seas, Steering Gear Damaged & Stove in Several Places, Leaking at Port Praya when she Arrived.

U.S. Frigate Macedonian
Port Praia October 28th 1844

Sir

In obedience to your order of the 26th Inst we repaired on shore at this place to the House of our Consul General of the Cape Verdes. there we met the Consul, and George F. Williams Master of the American Barque Imogene of Boston.

After a consultation, we repaired on board the Imogene, the Consul and Master of said vessel accompanying us; the Master offered every facility to us in examining his vessel, where we found nothing except a part of cargo of Hides Palm Oil and Ivory, but nothing that could in any way induce us for a moment to believe that she had been or was likely to be engaged in the Slave Trade. All his papers and clearance are regular. The receipt of James Picket, William Paslin and William Frazier were produced by the Master, stating that they were paid off and discharged at their own request, a sufficient number of Lateers being taken on board to do the work of the vessel, which the undersigned know to be the custom [illegible] the watering, wooding &c, the same we know to be practised on board of British cruizers and merchant vessels, as exposure on the least is certain death to the white man.

The following is taken from the

Transcript of the Minutes
of Council Proceedings
held at Rio Janeiro
on the 20th 1844

[illegible]

Jul

P.S.C. Hon Sec'y
duplicate

U.S. Ship Macedonian
Port Praya November 30th 1844

Sir

By reference to the enclosed duplicates of papers marked A, the originals having been already forwarded to the Department it will be recollected that the "Preble" was sent by me on the 26th ult. to Bijsac in consequence of hostilities having broken out at that place between the Portuguese settlers and the natives.

Her long stay at Bijsac without any hearing from her induced me to send the Decatur just arrived from the Leeward to the neighboring ports of Goree and Gambia as well to look after American commerce at those places as to obtain intelligence of the "Preble"

The Decatur returned to this port on the 28th and the accompanying paper marked B is the report of Commander Abbot

The Preble returned yesterday with thirty of her officers and men including Commander Freelon down with the African fever

Commander Freelon being quite to make a written report sent Lieut Pickering [illegible] [illegible] within their defences and some

Hon'ble John Y. Mason
Secretary of the Navy
Washington D.C.

80 dump

Original
Road Day

B

No 31 Hon Sec^y Enclos^e duplicate

U.S. Ship Decatur
Port Praya 2^d November 1844

[illegible] first touched at the Island of Goree,

I communicated with the government authorities and exchanged salutes. There were no American vessels there, I was informed by the Governor that the difficulties at Bissao were not of a serious character, that no blood had been shed, and that nothing more had occurred than was very common there between the Portuguese and Salutes. In said his latest intelligence mentioned there being an American corvette at anchor at the town as late as about the 16th Inst,

He furnished me with a good pilot for the Gambia and Bissao, after a stop of 15 hours I proceeded from thence to the mouth of the Gambia and anchored as near the English settlement, St Marys, as I thought, as practicable without entering the river, and immediately communicated with the authorities and merchants of the place and with the master of an American vessel there and obtained the same intelligence as at Goree, with the additional favorable circumstance that the English and French vessels of war had both left Bissao, considering their presence there unnecessary.

From all which I deemed it not only unnecessary for me to go to Bissao, but

[illegible]

[illegible]

[illegible]

[illegible]

part of the town, I have with all
practicable dispatch returned direct to
this place agreeable to your instructions,
[illegible] I have made the most to ascertain to
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible] Thomas Francis Gibbs a Dramatic
Performer and one of the Proprietors of
Drury Lane Theatre, for a Libel, in Scandalizing
and [illegible]

[illegible] Thomas Harris that I had received
a letter from Lord I made inquiries about
him these answers for, that Father of them
might be had, if application to Drury Lane
under [illegible] a penalty

[illegible]

[illegible]

[illegible]

P 362 Mar 31

1881. Nov. 16. Sitz.

United States Consulate
Cape Verde Islands
Villa da Praia St Jago
Nov 13th 1844.

Sir

Having arrested five men that deserted from the Barque Ale of New Bedford West Master, committing a felony on the high seas, by robbing a whale boat, oars and sail. I have proceeded to the examination of the same as a preliminary step before the Chief Justice of these Islands, who finds the felony and desertion fully established; by competent witnesses, and by their own confession, when interrogated and it being a season, when unacclimated subjects, are attacked with the fever of the country; I request if consistent with the service, that you will order them to be received on board of any vessel of the Squadron under your command, to be conveyed as prisoners to the United States, for their final trial before the competent Tribunal.

A certified copy of the whole proceeding will accompany them directed to the District Attorney of the U.S.

The names of the Prisoners are John Benton, Charles Thane, George W. Ritter, Frank E. Stewart and Joseph S. Barker. Jose da Silva has not yet been arrested.

Most Respectfully
Your Obdt Servt
Signed T. Gardner
Consul

Commodore M. C. Perry
Commanding Naval Forces
of the United States on the
Western Coast of Africa

Rec'd

Rec'd [illegible]

Rec'd Jan. 18.

P.S. Since the
enclosed

this is an erroneous opinion

I have the honor to be
very respectfully
Your Obdt Servt

M C Pa[illegible]

Commanding Ustaw[illegible]
Western Coast of Ym[illegible]

83 duplicate

1083. Konsess, Enclos° 1, Argyleeate,

193 Lon Sec'y. Enclos° 2. duplicate.

H. M. Ship "Racehorse" at Sea

December 2nd 1854.

Sir,

In compliance with your order
of the 30th ult. I have the honour to make the
following reply.

1st As to the general character of the
disease prevailing on board the Ship
under my command.

The disease appeared to me to be a
Typho-remittent form of fever with determination
to the brain, causing much delirium
in the majority of cases — There is constant
vomiting with great heat of skin, and
the eyes become with a dark dry coat in
the centre — It has set yet in all, over forty
two cases, readily yielded to the treatment
adopted — three four cases however, will
in my opinion in all probability, become
fatal — and the change that will
ultimate be being transferred to the shore
at Port Stanley, where efficient, a very
large slice, will contribute greatly
to the recovery of the sick and to check
the progress of the disease.

2nd To the probable causes, I refer
you to the enclosed letter from the
Medical officer of the H.M.S. Pique, upon
just Surgeon Kellogg —
that it was caused, by anchoring

too near to the shore, & heard night
day to the insalubrious miasma, consti
dire out in the most bantis allusion
to in Dr Hobby's communication th
can be no doubt.

These causes, combined with exposu
to the utmost vertical rays of a tropi
sun, in boats and vaulted ships, w
with stagnant, & foul the decks & rig
and daily in boats, sometimes for
night, it can readily be imagined h
these actor have on the vast of
most unfavourably influence powers of the co
form — and we may easily calculate on what
that the evils have been no worse than
they are.

Two roads of fever have evidently be
caused by fatigue and getting wet d
visiting expeditions.

It is but judicious to attribute t
part to suggested the impropriety o
men's being so much exposed
removed the Commander of the Squad
the visit & and incurring — but there
= have been combined with other cau
of these evils began to manifest
themselves

Hence we will premise that
situations regulations have been
for by permitting, & disposed on deck
night and not prevention upon
in sporting expeditions; and enjoi

[illegible] mon cher Baals Dumas a rejeté avec dédain
[illegible] et m'a renvoyé [illegible]
[illegible] Elle [illegible] par elle. Bon Dieu
[illegible] d'un air [illegible] les [illegible]
[illegible] Edmond Dubarry

[illegible]

[illegible]

[illegible] M. le Duc d'Orléans

[illegible]

Boxes

Cadboro Creek
Nr Praya St Lúcar
November 30th 1811

In compliance with your order, I
have the honor to furnish you with my opinion
[illegible] circumstances of the late attack
[illegible] boats of this ship, & have the h
to make the following statement,
for the perusal of the ship, which for a p
of 3 days was reduced within 1/2 a Cable
a quarter of a mile of the shore. Exposed
the explosions of a bank of mud left b
by the Ebb tide to the actions of the rays of
almost vertical Sun, and at night, to the
round shot, grape, canister, the musketry of
musquito divan[illegible]s and rice fields.
On the Expedition of the crew, in pursuit
Ship, during on the Ocean at night. and
in having left away from the ship, for the
night and 2 days, in boats, to assist the
Garrison of Ayamonte in repelling the attacks
the Natives.

I have [illegible] evidently by arrow fire
fatigue as in getting wet on a Spanish Ex
I regret to [illegible] both attacked on the 14th day
by anchoring off the Town of Ayamonte
on the S.E. coast, and the first case occurred on
the 19th an interval of 4 days.

I remain Sir your
Most Obt Servt
signed Sholto Kellow
Gunner

To
E. D. DeBerry Esq
Inspector Surgeon of Squadron.

U.S.S. Hudson
January 1st 1835

Sir

I have the honor to forward herewith Quarterly Reports of punishments inflicted on boards the U.S.S. Hudson under the Command of Lieut. Edson Esq. Commander, for the Quarter Ending Dec. 30th 1834.

I have the honor to be
very Respectfully
Your Obt. Servt.

[signature]

Commanding Lieut. and Senior Officer
Western Coast of Africa

Hon. John. Y. Mason
Secretary of the Navy
Washington D.C.

P 361, Mar 31

U.S.Ship Macedonian
Port Praya. Januay 1st 1858

Sir

I have the honor to enclose herewith a Report of Vessels seen and boarded by U.S.Ship Preble for the last quarter

I have the honor
to be very Respectfy
your obedt Servt

[redacted]

Commanding Naval Forces
Western Coast of Africa

Honble John. G. Adams
Secretary of the Navy
Washington D.C.

P 35/1 Mar 31

Report of Vessels overhauled by the United States Sloop of War Vincennes

Detained	Date Month	Day	Name	Rate Tons	Rig	Nation	Master	Whereof from	Days Out	Where Bound	Cargo & Remarks
Sailed	Decr	31	Ch[ar]s P. M. Saur & Brig		standing to the	N[or]th & E[as]t.					
Sailed	Novem[be]r	6	Jane	98	Norwegian	English	Thomas Church	Gambia			Produce Coast
		6	Isabella Thom	117	do.	do.	Henry Cramer	do.			Same Coast
		6	Gerrard Turner	56	do.	do.	Nicho[la]s Pena	Gibraltar			Passengers & Specie
		6	Lucino	78	do.	Portuguese	Manuel Lama	do.			Produce
		6	Rochelle	59	do	French	Paul Casado	Goree			Ships Provisions &c.
		6	Victorieuse	80	Brig	Portuguese	Manuel Silva	Lisbon		Bijou	Ships Stores & Provisions
		6	Hamilton	161	do	American	Capt Smalls	Salem	33	Coast	Ships Stores & Specie
		10	Dos Hermana	53	do	Spanish	Capt Rovira	Cuba	[illegible]	Coast	Sugar Tobacco & Specie
		10	Disratch	70	Schooner	English	Ch[ar]s Williams	Gambia	[illegible]	Coast	Ships Stores
		17	Constance	55	do	French	Antoine Cheque	Rio Grande	"	Coast	Mdse. Mules &c.
		17	Bellette	47	do	do.	Capt Gore	Goree	11		Ships Stores Mdse & Specie
		17	Liberal	35	do			Goree	11		Produce & Specie
		26	Passed one American Brig and one English Schooner							Brig with Provisions &c.	
Sailed Dec[embe]r		7	Leonidas	127	Brig	American	John Marble	Fall River	13 months	Coast of Africa	Whale Oil & Specie
		7	Emma Brown	114	Schooner	do	Capt Shaw	Provincetown	8 "	Coast of Africa	do 115 do.
		11	Helen	120	Brig	do.	" Peabody	Newport	6½ "	Coast of Africa	do 100 do.

Sailed

Respectfully &c.

Thos. N. Jeckon
Commander

Chas. H. Tuckerman
Lieut. U.S.N.

U S Ship Macedonian
Port Praya. Jany 1st 1843

Sir

I have the honor to enclose herewith Reports of corporal punishments inflicted on boards the U.S. Ship Macedonian. Joel Abbot Esq acting Master for the months of November and December. also on board the U.S. Brig Porpoise to the 1st Jany 1843.

I have the honor to be very respectfully your Obdt Servt

[signature]

Commanding U.S. Naval Forces Western Coast of Africa

Hon.ble John Y. Mason.
Secretary of the Navy
Washington D.C.

P 356 Mer 31

U S Ship Macedonian
Port Praya. January 1st 1845.

Sir

I have the honor to enclose herewith Reports of vessels seen, boarded &c by U.S. Frigate Macedonian, Joel Abbot Esq late Captain, for months of November & December.

I have the honor to be very respectfully your obedient servant

[signature]

Commanding Naval Forces Western Coast of Africa

Hon. John P. Mason.
Secretary of the Navy
Washington D.C.

The following are Re[illegible]

Where boarded or seen	Hals Vessel.	Nation	Name of Master.	Whence.	Where from.	Cargo Bound.	Remarks.
Off the Isle of Mayo	2d Whale Barque	Alls. American	N. West.	N. Bedford	60	West Coast.	2266 bls Oil.	said he had had some trouble with his Crew. but now all is quiet.
" " Isle of St. Jago.	4							Discovered a Barque showing American Colours Union down. which proved to be the Alto. upon boarding her. received information from the Master, of the desertion on the previous night of 6 of her Crew. in one of the boats. Sent information to the Consuls at Porto Praya and Sal by which five of the deserters and boat were recovered.
Porto Praya.	5	H.M.S.S Decaliin:	"	Com[r] Abbot		Cape of Africa		
" " "		Hermaphrodite Brig Franco Italy	"	Cap[t] Green	N. York	91	Rio Grande Brazil	Assorted.	This Vessel has been to Goree. & is last from the Isle of Sal. a part of her crew refused to do duty (heave up the anchor & sail) advised. the Captain to go at once to the Consuls and make affidavit to this State of things. (Signed) J.J. Almy.
Off Porto Praya	4	Whale Ships Wm & Eliza	"	Wm H Whitfield	N. Bedford	33.	Pacific Ocean	
" St. Jago.	3	Brig Decatur	"	[illegible]	[illegible]		Brazil	assisted
" "		H.B.M. Schooner Pansy Royal	English	Running	London.	78.	China.	assisted.	Manger & Co. aimed in the english Channel. requested assistance.
Porto Praya.	4	Schooner Diligencia	Portuguese	[illegible]	[illegible]	10	uncertain	uncertain	
Off St. Jago	17	[illegible]							a sail on the Weather bow could not make her out.
Porto Praya	11	[illegible]	American	Blackman	[illegible]	[illegible]	[illegible]		[illegible] vessel [illegible] Bogatton Mass. 1853 124
"		Barque [illegible]	English	[illegible]	Mozambique	28.	Bombay	ballasted	[illegible]
"		Brig [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. Jago	11	Barque [illegible] Portuguese	American	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
"		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
"		Brig [illegible]	English		Mozambique			
" Porto Praya		[illegible]	American	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. Jago								

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Brig				Ocean		
[illegible]	27							
Porto Praya	"	U.S.S. Yorktown	"		N. York	C. of Africa		
"	"	28	Brig Otho	"	S. Rider	Gambia Northern C. De Verd Islands	Salem	Assorted
"	"	"	U.S.S. Decatur	"	Comr. Abbot	C. of Africa		
"	"	29	U.S.S. Preble	"				

[illegible] Brig [illegible] and the latter [illegible] was working [illegible] a mile of her, [illegible] a [illegible] [illegible] [illegible] [illegible] at intervals of [illegible] minutes or thereabouts [illegible] any attention [illegible] [illegible] a shot across her stern which passed her at the distance of about a quarter of a mile. She then tacked and hove too upon going on board of her, found that the Captain was on shore and the Mate, Mr. Ebenezer [illegible] said that he thought that our being of the entrance of the harbour our guns were intended as signal guns for a boat, and was not aware that they were intended for their vessel until the shot passed astern of them.

A Brig at Anchor of the Town of Sal

Reports American Brig Timothy Pickering, from Salem arrived at Gambia Novr 15th American Whale Ships Olympia & Alexr. Coffin and an American [illegible] [illegible] name unknown, touched at Island of St. Nicholas Novr 26th

Very Respectfully
Your Obt. Servant
C. H. Poor Lieut.

Actg. Capn. J. Abbot
Comm. of U.S. Frigate Macedonian
bearing the broad pendant of
Commr. M. C. Perry.

Appd.
Joel Abbot
Com. dg. U.S. Ship Macedonian

The following are Reports of Vessels seen, spoken & visited for the month

[illegible]	Days	Rate of Vessel	Nation	Name of Master	Where From	No. of days out	Where Bound	Cargo
[illegible]	2d	Barque Aden	English	Alex. S. Wattle	London	28	Van Dieman Land	[illegible]
[illegible]	[illegible]	Sloop of War Preble	American					
"	"	Brig Leonidas	"	John Marble	last from Terceira	242	to the Sorgas Banks	[illegible]
"	"	Schr Joshua Brown	"	Samuel Ghen	" " Sorgas Banks	184	" " " "	11 " Sperm oil
[illegible]	14	Barque Lady Hunter	English	Wm. S. Craper	Liverpool	21	Ichaboe	none
"	"							
[illegible]	17	Brig Marie Caroline	French	M. Olgemon	Havre	22	Havre	Assorted
	"	Barque Baronadier	"	Capt Bandin				
	"	Brig Lebra	"	" Manleon	from a cruise			
[illegible]	20	Brig Leonidas	American	not ascertained	the De Verds		on a cruise	Oil
"	"							
	21st							
[illegible] Grande	22	U. S. S. Preble						
"	"	Brig Helen	"	Thos. S. Peabody	Newport	210	on a cruise	120 Bbls Sperm [illegible]
[illegible] Sage	24							
[illegible] Praya	26	Barque Nymph	English	John C. Hall	London	21	Bombay	Assorted
"	27	Schr Miranda	"	Arthur Brock	Bristol	40	Cap. Africa & Islands	"
"	28							
"	29	Barque Tuscaloosa	American	Goodwin	New Bedford	30	on a cruise	none
[illegible] Sage	31	" Marcella	"	Henry Smith	"	35	Indian Ocean	"

Portuguese of Egal, the Barque in sight [illegible]

To,
Commodore M. C. Perry
Comdg U. S. Naval Forces
Western Coast of Africa.

Conjointly to General Order dated the U. S. Frigate Macedonian
December 1811

Remarks

Said vessel left the U. States on 1st inst. put in here for wood & water
Said vessel left the U. States on June last. put in here for wood & water

1st Ship & a Barque in sight to Windward, the Barque steered English colours and
hoisted no name to be the Washington the ship steered English colours & Pilot
vessels but name to be Penelope

1st sail on the Starb.d bow

Commander in Chief of the French naval forces on West Coast of Africa, exchange salutes
the vessel had been in pile, empty to some carelessness, on starting lights near a bar
thorn, had to be scuttled
Spoken, this vessel had been boarded at Porto Grande
two sail in sight on our lee weather bow, steered our course to a
Swedish Brig standing to the south.
1st. Antonio on our Starb.d bow, a strange sail, on our Starb bow.

1st strange sail on our lee bow

trading, touched at Senegal Bonavista, Mayo &c. by the Sch.r Copy arrived at Bonavista
from Gambia 5 days since, reports a large Spanish vessel or Slaver cruising between Go
ree & the Gorgus Banks, mounting 20 Guns or upwards & manned with a crew of 2 to 300
the Report was current in Gambia, does not remember the nation to which the Ci
vate belonged or whether she was ship, Barque, or Brig rigged, it was reported that
a French Man of War was in pursuit of her the Miller English consignee passenger from
Bonavista. 2d.o a Portuguese Sch.r arrived & anchored.

standing off & on
Ships had a bad passage, crew sick, rigging & sails old, when off Dogshead light was knocked
down by the Gale, boat carried away & lost, lost fib boom & fib split, Main topsail & spanker
boom to pieces, put in here to land two sick men & get some rigging, one of the sick men is a
Steward reported to be the Master of Stonington, sailed December 1st.

Very Respectfully,
Your Obed.t Servt.
Jacob Jacobs
Acting Captain Comdg U.S.S. Macedonian

U S Ship Macedonian
Port Praya. January 1st 1845

Sir

I have the honor to enclose herewith the Professors monthly Reports of Junior Officers Studies on board this Ship for the months of November and December

I have the honor to be
very respectfully
your Obdt Servt

M C [illegible]

Commanding U S Naval Forces
Western Coast of Africa

Hon'ble John Y. Mason
Secretary of the Navy
Washington D.C.

P 344 Mar 31

U.S.Ship Macedonian
Port Praya. January 1st 1845

Sir

I have the honor to enclose herewith Returns of Officers attached to U.S.Ship Macedonian Abel Abbot Esq Acting Captain on the 1st of January 1845 and of Officers attached to U.S.Ship Preble Commander T.R. Preble. I have the honor to be very respectfully Your obt Servt

A. Abbot
Commanding Naval Forces Western Coast of Africa

Hon.ble John Y. Mason.
Secretary of the Navy.
Washington D.C.

P 355 Mar 31

54

US Ship Macedonian
Ithaca January 6th 1845

Sir

I have had the honor to receive your letter of the 17th of October last, enclosing a copy of a written statement addressed to the Secretary of the Department by P.P. Dumas, late master of the American Brig Lyons.

It will be seen by reference to my communication to the Department of 30th ult. that on noticing a newspaper account of this alleged outrage upon the Lyons, I immediately addressed a friendly letter to Commodore Jones Senior Officer of the U.S. Naval Forces on this Station, asking for information on the subject, to which letter I have as yet received no reply, and as the matter has since been brought to my special attention by your instructions, I have addressed that Officer a more formal communication, a copy of which is enclosed.

It seemed to me to be right and proper on this second occasion of communicating with Commodore Jones, to use very explicit language, and to put him in possession of information, the knowledge of which, would enable him to ascertain exactly the responsibilities and the duties of the

Hon.ble John Y. Mason.
Secretary of the Navy
Washington D.C.

Commanders of US Vessels on the African Stati

The opinion expressed by me, in
former communications to the Department,
that there was evidently a disposition amon
most of the Officers of the Squadron to
harmonize with us, both Officially and
personally, has not been changed, but there
can be little doubt that some few of them
still foster unfriendly feelings towards the
American Flag. and these are the persons
who act indiscreetly, and, most times, un-
=knowingly, in their communications with
offenceless Merchant Vessels. Surely there
is little magnanimity in such conduct,
and the responsibility will rest with them,
if in one of their unauthorized acts, they
should fall into serious collision with an
American Cruizer

I have the honor
to be very respectfully
Your Obt Servt

Commanding US Naval Forces

84 -

P 333 Mar 31 0

No 84. (Enclosure)

Copy

United States Ship Macedonian
At Sea January 6th 1845.

Sir

Since the date of my letter of the 25th of November last, referring to the alleged extraordinary proceedings of Commander Bosanquet of Her Majesty's Brig Alert, in boarding the American Brig Cyrus, I have received from my Government two papers, of which copies marked **A** & **B** are enclosed.

My former communication was based, as it purported to be, on a newspaper account, which sanctioned on my part merely a friendly request that you would favor me with such information as would enable me to ascertain the truth or falsity of the Report, but the subject having, in the accompanying papers, been formally brought to my Official attention, it becomes my duty to address you again, and in greater earnestness.

I feel more sensibly the propriety of a perfect understanding in this matter, as the inviolability of the American Flag on this Station has, in a measure, been entrusted to the faithful guardianship of the Squadron under my Command.

Ships of War have always a

Commodore William Jones.
Commanding Her Britannic Majesty's Naval Forces
Western Coast of Africa

conclude at hand in case of insult, but solitary, unarmed merchant vessels, upon the High Seas, can have no instant redress against the aggressions of an armed force.

Without a word as to the correctness or incorrectness of the enclosed written statement of Captain Dumas, (a point yet to be determined by investigation), it appears to be generally understood, that Commander Bosanquet, whilst cruizing upon the Coast of Africa, in command of one of Her Britannic Majesty's vessels of war, and beyond the territorial jurisdiction of the British Government, did forcibly enter on board a Brig called the Cyrus, she having at the time the American Flag displayed, that the said Brig Cyrus had regularly cleared with an American Register and other necessary documents from the Port of New Orleans for Havanna, and thence sailed for the Coast of Africa.

If, as it may be alleged, this vessel had been sold to Slave dealers, to be employed in transporting slaves from the Coast, she could no longer rightfully claim protection of the American Flag, and Commander Bosanquet committed no trespass upon the rights of the United States in boarding her.

Captain Dumas and his crew in remaining on board the Cyrus after such transfer unquestionably identified themselves with the slave dealing party, and consequently became violators of a very severe penal law of the United States, but is it probable that Dumas would have preferred so grave a charge against Commander Bosanquet if he, himself, had been thus

[illegible] the [illegible] of the [illegible]
[illegible] ?

If there [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [

Sir, I do not know that any communication has been addressed to Brevet Colonel Wilcox, later killed by Indians, from General Orders addressed to the Commanding Officers of Divisions, Districts, Commands, the Corps and Staff of the Army to Commissioned Rank.

General Orders August 5th 1865.

"Brevet Brigadier General Thaddeus
"Lyon Stevens, Assistant Adjutant General,
"Department of the Missouri".

"Brevet Brigadier General Thaddeus
"Lyon Stevens, Assistant Adjutant General,
"U.S. Army, Station".

"Your orders from Adjutant
"General's Office, dated July 28th 1865,
"have been received by me, and I am fully impressed
"by the importance of the duties
"I am to perform, and the responsibility
"which they impose upon me.
"I will endeavor to perform them
"faithfully".

"I am entirely unacquainted with the duties
"that appear to be required of me, and I
"must, therefore, request assistance in this by first
"
"officers who have had long experience in regard to Indians,
"particularly among the Indians, viz the Superintendent
"of Indian Affairs, and Indian Agents
"for whose assistance, I am hereby instructed to apply
"whenever it may appear necessary. The Commanding
"Officers of Posts, but you are to use every
"
"effort to secure the most satisfactory relations with the Indians
"Flag of truce shall be formed that the Indians
"
"understand to be such. Such flags, you
"
"will, if there be no cause for hostilities
"
"of yourself, immediately give notice to any
"
"Indians in sight, that she the most extreme

"[illegible] by your pleasure right [illegible]
"your instructions, or publication!"

"And while this unfortunate affair
"[illegible] the American Flag I sincerely direct
"your whole attention to the principal object of your mission
"I mean all the defaulting subjects of Commerce,
"offensive, the utmost security of shipping, and
"protection of American property [illegible]
"you are authorized to declare, if [illegible]
"it is necessary to this Examination, and to
"instruct the Surveying Officers always to be
"[illegible] the strictest observance of your
"[illegible] to immediate hostilities and tenders of
"service the friendly respect of all of every nation
"with whom you or they may have intercourse,"

Extract from General Order July 2nd 1803,

"Whereas it is represented as a matter of
"recommendation of Captain Sir John Poore, Senior
"Officer of His Britannic Majesty's Naval Forces
"on the West Coast of Africa, in which he expresses
"upon all Occasions, Commanders and Commanders
"[illegible] Officers [illegible] to cause
"their Officers to pay a marked Attention to the
"Officers of the American Squadron when they
"may be in Company with those of other
Nations."

"In the same Spirit, and with the like
"desire to foster a friendly intercourse with
"the Officers of His Majesty's Navy, and those
"of other powers serving on the African Station,
"I have to request the Officers of the American
"Squadron studiously to endeavour not to
"be outdone in those courtesies or exchanges
"of civilities which are calculated to promote

to all parties.——

Extract from General Order, November 26th 1843

——"It will be understood that U.S. vessels "of war do not claim the right to detain and "board any other than vessels known to be Am-"erican, or those displaying the American Flag, "though for purposes of intelligence foreign vessels "should be spoken and visited, provided, in the "latter case, there may be no objection interposed "by the masters of said vessels, and to ascertain "this, permission should be asked either by "trumpet from the Ship, or by the Officer com-"manding the boat when he arrives alongside, "and whether granted or not, the Boarding "Officer is not to exhibit any unfriendly feeling."—

General Order March 2nd 1844

——"I have to direct that when boats of this Squadron are sent alongside of merchant vessels not American, that the Midshipmen and men composing the crews of such boats be not permitted to leave their seats, unless in case of extreme necessity, and that the Boarding Lieutenant shall be as expeditious as possible in effecting the object of his visit,

——

I am perfectly aware that common courtesy as well as the usages of the Sea, enjoin upon every master of a vessel to respond to any signal or manœuvre of another vessel met at sea, (excepting those of a suspicious character), in facilitating by hearing to, or changing course the accomplish-ment of any wish manifested by the other vessel to communicate, as it cannot be known

P 357 (Mar 31

U S Ship Preble
Porto Grande, January 13th 1845

Sir

I have the honor to enclose you the muster rolls of this Ship for the 4th September, (the day prior to my sailing from New York) and also for the 1st Inst, will you have the goodness to say to the Hon the Secretary of the Navy, that I have received his letter of the 1st October last, in which he states that "no muster roll of the U S Ship Preble was sent to the Navy Department previously to her sailing from New York."

A muster roll of the Officers was sent, and also a muster and pay roll of the Officers and Crew to the fourth Auditor of the Treasury, which I then considered as complying with the requisitions of the Law, as well as with the orders of the Department,

I cannot find in enquiry that it has ever been the practice of Commanders of Vessels to forward to the Department other muster rolls of the Crew than those sent to the fourth Auditor, though it is very clear on reading the 29th article of "the Law for the better government of the Navy," that such was the intention.

I shall hereafter endeavor to comply strictly with the requisitions of the Law and the orders of the Department.

I am Sir Very Respectfully
Your Obdt Servt
Thos H Freelon
Commander,

Commodore M. C. Perry
Commanding U S Naval Forces
Western Coast of Africa,

U.S.Ship Macedonian
Porto Grande, Island of St Vincent
January 15th 1853

Sir

I have the honor to enclose herewith a duplicate of a Report of medical officers in the case of Lieutenant James, F. Miller, who in consequence has been ordered by me to take passage in the Store Ship Erie for the United States for the restoration of his health.

I have the honor
to be very respectfully
Your Obdt Servt
W. C. [illegible]
Commanding U.S. Naval Forces
Western Coast of Africa

Hon. John. P. Mason
Secretary of the Navy
Washington D.C.

P 347 Mar 31 H

U. S. Ship Macedonian
Port Praya, Jan. 14. 1854

Duplicate

Sir

I have the honor to inform you that I have received information from Mr. Consul Hunt that the Portuguese Government have established a Quarantine at this port, and that all vessels arriving from infected ports will be required to perform quarantine of ten days.

I have the honor to be
Sir
Your obt. Servt.
Wm. Kellogg
Lt. Cmdg.

To the Secretary of the Navy
Washington City

U.S.Ship Macedonian

Sir

I have the honor to enclose herewith Proceedings of a Naval General Court Martial in the case of Benjamin Mc Kinney, Seaman, attached to the U.S.Ship Preble.

I have the honor to be very Respectfully Your Obd.t Servt

[redacted]

Commanding U.S. Naval Forces Western Coast of Africa

Hon.ble John. P. Mason.
Secretary of the Navy
Washington D.C.

P 361 Mar 31 Wa

U.S. Ship Hartford
Aspin. Station 20th/Sept 8th.

Ver

In transmitting the Proceedings of
a general Court martial in the case
of Capt Stringham, the Secretary
of State deems it proper to allude to the heinousness of the
crime preferred against him, and to declare to
be regarded as a measure of the first importance
to the future good of the Service, that every
effort should be made to apprehend and bring
to merited punishment all those who are concerned in
the foul and cruel act.

I doubt whether a more punishable case
of treachery and cold blooded cruelty ever
occurred in any Service, and I feel confident
concurred that more atrocious and premeditated
Naval Crime, than that under consideration
of the Proceedings of the Court, has never been
I do, the prejudices of our public servants
at home in regard to the infliction of
capital punishments, that, if the Principles
& wisdom, had sentenced the prisoners to
death, I should have considered it my
paramount duty on my part to have carried
such sentence into full execution.

Hon.ble John. P. Mason.
Secretary of the Navy
Washington D.C.

In ordering, in conformity with the Sentence of the Court, the Charges & Sentence to be read on board of the Several vessels of the Squadron, I further directed that subjoined remarks should also be read to the assembled Officers and Men.

I have the honor Yours
Very Respectfully
Your Obdt Servt

[illegible]
Commanding to Staff Sta
Western Coast of Africa

In conforming to the Sentence of the Naval General Court Martial in the case of John Sweeny, alias John Smith, Seaman by directing the Charges and Sentence to be read on the Quarter Deck of each Ship of the African Squadron, the Commander in Chief conceives it to be due to the occasion to cute the attention of the men to the unparalleled heinousness of the crime of Sweeny, and the two miscreants his companions in the launch of the Prelle, in deserting their Officers and Shipmates in taking away at the commencement of the night the boat, their only means of safety case the vessel which they had been serving exist should have gone to pieces

There is something so interesting to me and
peculiar in the Scandinavian, so entirely different
from anything with the general political character
of the Americans, and different indeed of the Nations,
that I shall endeavour to procure such specimens
as may sufficiently strong to express his peculiar
characteristics of the race

(signed) M. C. Perry,
Commander in Chief
United States Naval Forces, East Coast of Africa

U. S. S. Susquehanna
Off Cape Palmas Dec 15th 1855.

U.S.S. Ship Macedonian
At Sea. January 20th 1845

Sir

I have the honor to transmit under cover to the Navy Department, communications to the Commanding Officers of the several Naval Recruiting Establishments in the United States, which are forwarded in conformity with the Sentence of the Naval General Court Martial in the case of John Sweeny, alias John Smith, Seaman,

I have the honor to be
Very respectfully
Your Obedient
Servant

[signature]
Commanding U.S. Naval Forces
Western Coast of Africa

Hon.ble John Y. Mason
Secretary of the Navy
Washington D.C.

Comm Privy - Jan

P 352 Chan 31 Ha

U.S. Ship Macedonian
Apia, Navigators 20th 1845

Sir

I enclose herewith a description list
of John Sweeny, alias John Smith, Seaman
of the U.S. Ship Preble, which is forwarded on
Medical to the sentence of a General Court
Martial convened to try this
man for his trial, the sentence is an Extract
from the sentence upon said John Sweeny
alias John Smith, viz, "that he, be discharged
from the Service, and never be permitted to
enter it again" a description of his person to be
sent to all the recruiting Stations and the
Change made the sentence of the Court to be
publickly read on board of all the vessels
now attached to the U.S. Pacific Squadron."

I am Respectfully
Your Obedient
Servt
[illegible]
Commanding United States
Steam Vessel Off[illegible]
the Commanding Officer
of the U.S. Naval Rendezvous
at _____ (Por San Scotty Navy)

U.S. Frigate Macedonian
Porto Grande. January 1st 1845

Sir

In obedience to your order of this date I have personally made due enquiry into the case of John Sweeny alias John Smith, seaman, late and now attached to the U.S. Ship Preble.

It appears from the books of the U.S. Ship Preble that he was on board of her in 1843, under the name of John Sweeny, and that he was transferred to her from the U.S. Ship Potomac on the 22nd Decemr 1843.

At that time his descriptive list was as follows. Where born Virginia, Age 26 years Hair light, Eyes blue, Height 5 feet 6¾ inches Complexion dark.

I also forward you the descriptive list of John Sweeny alias John Smith, Seaman, (the person who has been tried) from the U.S. Store Ship Erie, Born in Virginia, Age 26 years, Height 5 feet 6¾ inches, Eyes blue, Hair light, Complexion dark.

And also a descriptive list taken by myself this day, which is as follows, Where born Virginia, Age 28 years, Height 5 feet 7 inches (about) Eyes blue, Hair light Complexion dark or Swarthy.

I have also received a letter of the same date from
one of those who left the wreck in the
boat at the time referred to in the above.

I am, Sir, Your most obedient
Servant

[illegible]

Commodore H.C. Penny,
Commander in Chief of the Australian Station
Western Coast of Africa

No 85. Hon Sect.

U S Frigate Macedonian
At Sea: January 23d 1845.

Sir:

My letter of the 30th of November last. (No 80) will have informed the Department of the Sickness which had made its appearance on board the Preble, and of the arrangements adopted to arrest or check its progress., Since the date of that communication, I have visited in this Ship the Coast once, and Porto Grande three times, the last time in company with the Store Ship "Erie", chiefly for the object of furnishing supplies of Provisions and medicines to the sick and otherwise ministering to their comforts. I left the Preble at Porto Grande on Monday, the 20th Inst, with her crew still too much enfeebled to get her underway.

The prompt measures taken in sending that Ship to Porto Grande, and in landing the sick, and the constant attention they have had from the medical Officers and nurses, have doubtless saved many lives, but I grieve to say that sixteen deaths have occurred, including [redacted]

The enclosed medical Reports

Honble John Y. Mason.
Secretary of the Navy
Washington D.C.

marked A. B, C, together with copies of Commr Freelon and Lt Kellogg. in some essential point by my own observations and enquiries have satisfied me that there has not been that careful observance on board that ship of the useful sanatory regulations established by me as there should have been, and which have hitherto protected the crews of all the vessels of the squadron from serious sickness

Bissao is not more unhealthy than many places visited by this Ship, and other vessels of the first Squadron, though, in no instance did they remain as long at one place as did the Preble at Bissao

It appears from the report of Commander Freelon that the Hold of the Preble was not entirely broken out and cleaned, before she sailed, though she had been recently cruizing in the fresh Rivers, and from some cause she was not supplied with

the 11th of July 1843, to which I beg to call attention I have alluded particularly to the necessity of supplying vessels destined, for this Station with an Epidemic number of certain articles and of sending their outfit to the Service in

first they are to be employed.

The whole cost of extra Sanpoudlers
Iron Covers, Drying Stoves, fuel &c &c, would
be nothing compared to the expense of
medicines and appliances needed for
the sick, should the fever find its way
in board the ships, dangering nothing of the lives
of Seamen of the ships and men, and the
destruction of human life

Copies of all the accompanying Invoices
Reports & Corresponding Lists are marked "A" which has
been written since we left Vera Cruz & have been
furnished to Commanders Freelon, and that
upon Reinstallations to proceed with the Public
Vessels, as soon as the sick and the Invoices
Officers of his Ships may consider the sick sufficiently
recruited to be removed on board.

I have the honor
to be respectfully
your obedt Servt

M C [illegible]

Commanding Naval Forces
Vera Cruz

85.

D 334 Mar 31

A

(Copy.)

U. S. Ship Macedonian Porto Grande
January 15th 1843.

Sir

In obedience to your order of the 7th inst. we have the honor to make the following report.

In reply to your first interrogatory as to the probable causes of the origin & introduction of the fever on board the Ship "Preble" we cannot do better than make the following extracts from the report of the surgeon of the Preble to the fleet surgeon dated 30th November 1844.

"In compliance with your order of yesterday to furnish you with opinion as to the probable origin of the fever now prevailing on board of this Ship I have the honor to make the following statement."

"1st The position of the Ship, to which for a period of 13 days, was anchored within less than a quarter of a mile of the shore, exposed to the exhalations of a bank of mud left bare by the ebb tide to the action of the rays of an almost vertical sun; and, at night to the sea breeze loaded with the miasms of Mangrove swamps and Riceyfields."

"2nd The exposure of the crew in pa[illegible] ship - sleeping on the decks at night - and [illegible] being sent away from the Ship both by night and by day in boats to assist the garrison of Bissao in repelling the attacks of the natives."

"We anchored off the town of Bissao on the 5th inst; and the first case occurred on the 19th an interval of 14 days."

difficult to keep from becoming intoxicated,
[illegible] be transferred from the shore but the
whole number would so crowd the Berth
[illegible] that there would be serious danger [illegible]

[illegible] out of the whole number. It would
[illegible] much the safest plan to allow the sick
[illegible] become strong on shore and return on
[illegible] healthy than to expose all to a recur
[illegible] of this insidious fever.

From an accumulation of sick in Hospi
[illegible] it is well known that wards become
[illegible] infected as to require men to purify
them — it is the same with the Berth deck of a
[illegible] although from its exposure to purer air
it would not require such a length of time —
[illegible] some time is required, but what that time
is experience alone can decide. and it is only
by gradually sending on board ship those
who have recovered that it can be ascertained
when it will be safe to return them all.

At this time it would be dangerous to
crowd the berth deck with men; and we there-
fore respectfully recommend that the Pebble be
detained here for a longer period.

4th The enervating effects of the air on
the coast of Africa, and the almost constant
rains prevailing even during what is called the
dry season, in consequence of which the hatches
would have to be kept closed and the wind sails
hauled up, when it would be absolutely necessary

B

No V

Portsmouth Harbour Sept 15th 1805

Sir

I have the honor to enclose a copy of the report of Mess[rs] Chevalier & Livingston of the results of their examination of the Vessels & their cargoes together with the Sick Report of the crew of the Brothers.

It appears to me taking every circumstance into consideration in the last fortnight, that it will be advisable to remove the sick from the Vessels and change them to some other places where they may have the benefit of a change of air and to get them where medical assistance can be obtained, Should it however appear to the Agent that the Vessels may be cleaned & ventilated sufficiently without removing the sick, I think many articles may be obtained even if in but small quantities,

I should therefore recommend that the Vessels be ordered to Port Mahon as soon as sufficient assistance can be procured & will be able to remain there, if it should be found that this cannot be done they should be removed to the Island of Minorca.

I am Sir Your most obedient humble Servant

Signed Edmund Affleck

To Rear Admiral Sir Richard Bickerton Bart &c &c &c

Commander in Chief Mediterranean

Fleet Cadiz Bay.

Nov 11

Bureau of Medicine and Surgery, Navy Department

Form T 3.

DAILY REPORT OF SICK.

U. S. Sch. "Porter"

Total remaining on January 1, &c. 1815.

Admitted.

: Discharged.

: Died.

NO	NAME	RATE	DISEASE	WHEN ADMITTED	WHEN DISCHARGED	REMARKS
1	Wm Hopkinson	Ord.	Catarrh	Dec. 10	Jan. 1	Convalescent
2	Wm Cook	Ord.	Febris Typhi	"	"	"
3	Henry Hoyt	Landsman	"	"	"	"
4	[illegible] Clark	Ord.	"	"	"	"
5	[illegible] Simmons	Ord.	"	"	"	"
6	[illegible] Wilson	Sea.	"	"	"	"
7	[illegible] Sage	Sea.	"	"	"	"
8	[illegible] Ethan	Landsman	"	"	"	"
9	[illegible] McCarthy	Landsman	"	"	"	"
10	Charles Mullen	Ord.	"	"	"	"
11	Daniel Enos	Ord.	"	"	"	Improving
12	Thomas Truson	Sea.	"	"	"	Convalescent
13	[illegible] Hancock	Captain	"	"	"	"
14	Daniel Inman	Boy	"	"	"	"
15	John Thompson	Sea.	"	"	"	"
16	Enoch Jacques	Sea.	"	"	"	"
17	[illegible] Wing	Sea.	"	"	"	"
18	Joseph Bontemps	Steward	"	"	"	Rather better
19	Wm Brown	Musician	"	"	"	Worse
20	John Erich 8th	Sea.	"	"	Dec. 31	1 Convalescent
21	John Price	Ord.	"	"	"	1 "
22	[illegible] Day	Sea.	"	"	"	1 "
23	Henry Freeman	Sea.	"	"	"	1 × Better
24	Levi H Ballard	Ord.	"	"	"	2 Convalescent
25	Samuel Freeman	Sea.	"	"	"	3 Improving
26	Thomas Carey	Sea.	"	"	"	3 Convalescent
27	[illegible] Manchester	Landsman	"	"	"	3 × Worse
28	Wm Davis	Sea.	"	"	"	3 × Worse
29	John Stanley	Ord.	"	"	"	4 Convalescent
30	John Miller	Sea.	"	"	"	4 × Better
31	Josh. P Halliday	Sea.	"	"	"	6 × "
32	Wm Smith	Cook	"	"	"	6 × Worse
33	J. J. Clarke	Ord.	"	"	"	6 Better
34	Wm Humphreys	Ord.	"	"	"	6 × "
35	G. W. Williams	Ord.	"	"	"	6 "
36	George Jacobs	Ord.	"	"	"	6 × Rather better
37	George Bell	Corpl.	"	"	"	6 No change
38	Daniel Smith	Cook	"	"	"	7 Convalescent
39	John Anderson	Boy	"	"	"	8 Improving
40	Henry White	Sea.	"	"	"	8 Convalescent
41	George C. Taylor	Boy	"	"	"	10 No change

N.B.— Those marked × have had chills for the last two days —

Surgeon U. S. Navy

DAILY REPORT OF SICK—Continued.

	NAME	RANK	DISEASE	WHEN ADMITTED	WHERE DISCHARGED	REMARKS
20	Wm P. Capers	Sea	Debility	Dec	12	Rec'd
21	Thos Dixon	Col'd	"	"	22	Convalescent
22	Thos Graham	Sea	"	"	22	"
23	Lawrence Riordan	Land	"	"	22	"
24	T. Mc Cabe	Marine	"	"	22	Rec'd
25	Nathan Reynolds	Sea	"	"	22	Convalescent
28	James Allen	Sea	"	"	22	"
29	Jno Gardiner	Col'd	"	"	22	"
30	Jno Wilmore	Cook	Debilitated	"	30	Deserted
31	Thos Ryan	Sea	"	"	30	Convalescent
32	Alex'r McGrath	Land	"	"	30	"
33	Jno Ford	Marine	"	"	30	"
34	Jackson Mullin	Land	"	"	30	"
35	Christian Augustus	Boy	"	"	30	"
36	Wm A. Smith	Land	Intermittent	"	31	Deserted
37	Samuel Morse	Sea	"	"	31	Convalescent
38	Jno Taylor	Sea	"	"	31	"
39	Jno Carlisle	Col'd	"	"	3	"
40	Conrad Wilbur	Col'd	"	"	4	"
41	Jno Moore	Sea	"	"	5	"
42	Daniel Sullivan	Col'd	"	"	8	"
43	Joseph Hamilton	Land	Typhus Fever	"	13	Deserted
44	Jno Reynolds	Col'd	Acute Rheumatism	"	13	"
45	Thomas Tighe	Sea	Remittent	"	13	"

Naval Hospital

Pittsburgh, January 19th 1863.

[illegible] have on hand of the various articles
[illegible] from deficiency of the stock of
[illegible] of [illegible] especially absorbents
[illegible] time of the year [illegible]
[illegible] quantity of [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible]

Ch. O. de Engis Macedoine
11th Dec. January the 1st 1800

Sir

In calculating on the last figure to
be set down. I beg leave reference
to state, after further observations.

1st That it was impossible to keep the
Convalescents from exposing themselves at
night to the infectious and intoxicating
Miasmata of this Hospital in a Confe=
=quence of which twelve have relapsed and
died in two days.

2nd That it was impossible to keep the
Convalescents from exposing themselves at
night to the infectious and intoxicating
Miasmata of this Hospital in a Confe=
=quence of which twelve have relapsed and
died in two days.
numbers of days, each individual was to be
having been shut on board the Ship:
a fact which induces the belief that the
Air of this Hospital is not favourable
to Convalescents.

3d That many of the Convalescents
have been sent to Oporto
Transports, and there left on shore, for several
weeks, without any material change in their
Disease, and it is a matter of
almost that a change even for the better
takes place, frequently produces very
favourable results to sick and Convales=
=cent persons.

3d That many of the refractory medi=
=cines had been exhausted, without the
desired effect of more being procured.

I have deemed it proper to make
the above statement lest I might be
accused of vacillation and inconsistency;
it is much more ingenuous to retract an

obvious duty to give every thing that is before me in opposition to Commodore Perry's statement of facts that have since come to my notice.—

I therefore, beg leave to re-decide what I have in my very humble report of the 19th inst.

I am, Sir, Very Obedt. Servt.

Edmund P. Dunbar

Flt. Surgeon Squadron

To

Commodore

M. C. Perry

Commanding U.S. Naval forces

Western Coast of Africa

E

U.S. Ship Preble
Porto Grande. January 9th 1845

Sir

I have the honor to acknowledge the receipt of your letter of yesterday in which you propound to me the following enquiries in regard to this Ship.

1st How long had the Ship been in commission, and where stationed before leaving the United States to join this Squadron?

2nd Had any epidemical disease prevailed on board the Preble previous to the appearance of the African fever?

3rd Has a practice of letting water into the Ship through the Bilge Cocks been pursued on board the Preble?

4th Was the hold of the Ship broken out and cleansed immediately before sailing, if not, when was it broken out?

5th Why was not the Ship provided with a suitable number of drying Stoves?

In answer to the first enquiry, I have to state that I cannot tell, from my own knowledge, when they commenced fitting out the Ship at Boston. My orders to her were dated December 15th 1843, and I reported for duty on the 26th of that month, I sailed from Boston on the 20th of January 1844, and returned to New York on the 29th day of the following June. During the cruise I visited St. Thomas, St Croix, Curaçao, Santa Martha, Cartagena, Port Royal (Jamaica) and Aux Cayes, at which latter place I remained forty four days. I left New York to join

to pay this Squadron on the 5th September last

In reply to your demand inquiring
I have to state, that no specie of any kind
has been collected on board this Ship this time
day & to the commands of Her Majesty
Officers for safeguarding at Byfleet
during last, or with a view to
the other with which

In reply to enquiry this day, I have to
state, that the filling of water into the Ship
necessarily, to purify her from the effects
odours of the Bilge water, was ordered
and sanctioned by me, and the necessity
your several motives for doing it.
It has not been done since to my knowledge
or if so, has been done by the Executive Officer
of the Ship, in violation of your order, a
copy of which he was furnished with immediately
on its being received by me.

In reply to enquiry fourth, I have
state, that the holds of the Ship was pumped
out, cleansed and whitewashed thoroughly
in October 1843, when they commenced fitting
for sea in Dublin, as I am informed by
Surveyor, and attached to this letter
but then to the Admiralty Surveyor, was
attended to the duty himself.

In answer to every thing now enquired
out, except her tonnage, under the new act

thoroughly cleansed and whitewashed as was possible, The reason assigned for not breaking out her tanks, was the pressing necessity of getting her to sea with all possible despatch, though we lay in the North River waiting for officers from the 2d of August to the 5th Sept, to any of our sailings.

The fifth enquiry is not so easy to answer, when we arrived at the New York Navy Yard we had several drying stoves, which I consid[illegible] so burnt out, and unfit for use, that I directed them to be sent on shore. And made application to the Commander of the Yard for a new set; He replied that he could not furnish me with a new set, but would repair the old ones. They were accordingly sent to the Plumbers, and although they were repeatedly sent for, yet they were never finished when enquired for, whether they were done or not when we sailed I cannot say, If they were, they must have been overlooked or forgotten in the repeated changes of Officers that occurred during my remaining at Anchor in the Hudson River,

But if they had been on board, they would not have been much used, as all the charcoal we were allowed in our outfit, was five bushels.

Having thus answered your enquiries, I beg leave to subscribe myself, with Great Respect

Your Most Obdt Servt
signed Thos K Freelon
Commander

Commo M. C. Perry
Commanding U S Naval Forces
Western Coast of Africa

F

U.S. Ship Preble.
Porto Grande January 19th 1845.

Sir

I have the honor to acknowledge the
ceipt of your communication dated 20th
January, SA 6,30 P.M., enclosing a Report of
the Fleet Surgeon, dated January 18th, and
also a Report of all the Medical Officers
attached to the Ships now in this Port.
I can take no exceptions to this Report but
one; and that is the extract from the
Report of the Pass^d Assist Surgeon of this
Ship to the Fleet Surgeon, in which he partly
attributes the illness which has unfortu-
nately occurred on board of this Ship to the
exposure of the men in painting ships,
sleeping on the Decks at night, and in
being sent away from the Ship both by
night and by day in boats, to assist the
garrison of Bissao in repelling the attacks
of the Natives. In regard to the "position
of the Ship" which is one of his points, I have
only to say that we were anchored in a
position to render service, and in no other
position farther from the town could we
have been of any service whatever.
In regard to the "sending away of the boats
to assist the inhabitants of Bissao", that I
considered an act of duty, for which, if
I erred, I am responsible; But in regard
to the exposure of the men in painting ships,
I gave the Executive Officer a positive order
not to allow the men to work on the side

exposed to the Sun, I could with the sa
propriety attribute the spread of the dis
after it broke out to the mal practice and
inattention of Dr Kellogg, as he could atte
to cast a censure on the conduct of myself
and the other Officers of the Ship.

The other point, about the sleeping
on the decks, is exceedingly disingenuous,
No man was allowed to sleep on the Deck
except under the Top gallant Forecastle
the main Deck awning, well housed and
the half ports closed, The fact that a greater
proportion of the Officers who slept below have
suffered from this disease than of the men
who slept partly below and partly on deck
proves this incontestably, The fact also that
Dr Kellogg himself placed the very sick on
Deck, instead of allowing them to remain
below, would show at once the absurdity
of this statement. But if Dr Kellogg
objected to the men's sleeping on deck, he
should have remonstrated against it at the
time, and I would have attended to his
remonstrance, as I have to every recommen
dation he has made me, intended to preserve
the health of the Officers and crew,

My exertions to preserve the heal
of the crew have been unremitting, and I
have only to say further, that Dr Kellogg
would have merited more praise for cand
had he attributed the disease to its real cause
the pestilential atmosphere of Bissao an
the providence of God, than to have attemp
to censure secretly and clandestinely the
conduct of others, I shall forward
Dr Kellogg a copy of this letter.

I am very Respectfully
Your Obdt Servt
Signed Thos W Freelon.
Commander.

Commd M. C. Perry,
Commdg U.S. Naval Forces
Western Coast of Africa
U.S. Frigate Macedonian
Porto Grande.

C

US Ships Erie
Porto Grande, January 13th 1843

Sir

On the eve of our separation,
perhaps not to meet again on this Station,
I deem it only due to express to you the
gratitude which I feel for the disposition
you have taken in the amelioration of this
ship since we have been visited by the
epidemic fever. Your personal sympathy
with the afflicted officers and men,
your anxiety to see them comfortably
housed on shore, the efforts you have
made to supply the ships with water,
provisions and medicines, in some case
absolutely depressing your own ships of
necessary articles in order that the sick
might not suffer, the great pains you
have taken to provide the dead with as
suitable place of interment, and to see
it properly enclosed and ornamented,
I feel your unbiassing exertions to
provide for us in all respects, so as to
render the labor on those who have been
so fortunate as to escape the pestilence
as light as possible, entitles you to the
warmest thanks, not only of myself but
of every individual in the ships
with much regret at our separation
hereafter, and with my best wishes for
your safe return to the United States and
happy

U.S. Ship Macedonian
Port Praya, January 25th 1845

Sir

I have the honor to enclose herewith a Report of Vessels seen Spoken and boarded from September 30th to January 31st 1845 by the U.S. Ship Macedonian, St. Lawrence, Esq Commander

I am Respectfully
Your Most Obedient
Servt

[signature]

Commanding U.S. Naval Forces
Western Coast of Africa.

Hon. John Y. Mason
Secretary of the Navy
Washington, D.C.

P 343 Mar 31

U.S. Ship Hartford
Port Royal Harbor S.C.

Sir

I have the honor to enclose herewith a Report of a Board of Medical Officers in the case of Acting Master Thomas H. Jennings. Alexander Bryson Captain Fifty-sixth and Charles Stewart U.S. who in consequence have been ordered by me to take passage in the Steamer Fire fly for the Northern States

I have the honor to be
very respectfully
Your Obedient
Servant

[signature]

Commanding Western Gulf Blockading Squadron

Hon. Wm. Faxon. U. States
Secretary of the Navy
Washington D.C.

P 345 Mar 31

U.S. Ship Macedonian
Port Brazos, 3 January 9

Gentlemen,

I am pleased to Report a detail
carried Survey in Acting Master Charles
H. Scarborough, of the US Brig Dolphin, also
on Alongside Steamer, Capt. Lieut
and de Cha, in Charge U.S. for whom a
Has been ordered by Past Asst Surgeon Silas Ste

Very respectfully
Your obedient

M C

Commanding Station

Medical Director of the

Fleet Surgeon
Comdr. U.S. Navy,
Past Asst Surgeon Silas Stevens.
Asst Surgeon Joshua Newington.

U. S. Ship Lancaster
Port Praya, Jan. 26th 1865.

Sir

I have the honor to inform you that with the 25th inst. we have this day filed a strict and careful muster of the Sailing Master's Clerks of Mesdames Hugh, Alexander Andrews, Capt's. Forces, and Com. Charles Foord, U.S.N., and have to report that we consider them unfit for duty, and recommend that they be sent to the United States.

We have the honor to be,
your obed. Servants
Edmund St. Barry
Fleet Surgeon U.S.N.

Flag Officer,
Pres't Steamers Squadron
Atlantic Ocean.

Commodore M.C. Perry
Commanding U.S. Naval Forces
West Coast Africa.

U.S. Ship Macedonian
Port Praya. January 9th 1815

Sir

I have the honor to forward herewith a duplicate of a Report of Medical Officers in the case of Wm Buckshipman S.F. Utley who is under sequestration has been ordered by me to take passage in the Store Ship Erie for the United States for the recovery of his health.

I have the honor to be
very respectfully
Your Obedt Servt

[redacted]

Commanding U.S. Ship Macedonian
Brevet Chief of Africa

Hon. John. J. Hodson.
Secretary of the Navy
Washington D.C.

P 346 Mar 31

86. Hon Sec^y

U.S. Frigate Macedonian
Port Praya January 28th 1845

Sir

I have the honor to enclose herewith copies of reports of Commanders Bell and Bruce of the Yorktown and Truxtun, which furnish the latest intelligence from that part of the Coast, extending from the Galenas to the Equator.

From these reports, it will be seen, that no recent changes have taken place, and that every thing remains quiet. The difficulties between the French and the Natives of Gaboon are far from being satisfactorily arranged, though the proceedings of the former have been in some measure checked in consequence of the strong appeals made by the Native Kings to the French Monarch and to other European Potentates.

I do not learn that the extraordinary efforts put forth of late by the British Government, in the employment of armed Steamers and numerous other vessels, to suppress the Slave Trade, have had much effect in checking it, nor will increased means accomplish the desired object,

[illegible]

punishment upon [illegible] the nefarious traffick, which is at present

Honble John Y. Mason.
Secretary of the Navy
Washington D.C.

a business of enormous profit, and so tempting
greater interruptions or loss by capture than is
encountered in any fair trade. It is true
that many Slave Vessels are captured under
the present order of things, but a great
number escape with their living cargoes to be
landed in South American or Cuban
ports. I grieve to say, that there are some
Americans, or those who claim to be Americans
who indirectly contribute to the success of this
abominable adventure, by furnishing, through
a roundabout course of bargain, fast sailing
vessels, in which the Slaves are transported
from the Coast, and by these vessels after
they have passed into foreign hands the American
Flag is often fraudulently used, and consequently
brought into odium.

It is impossible to obtain sufficient
information in Africa to convict these shameless
persons in the Courts of the United States.
The source of evidence against them should
be sought for at the American port of clearance
of the vessel, and her movements, as well as
those concerned, in her, traced, to the period
of her final transfer into foreign hands and
the Returns of her Register to a Collector [illegible]
[illegible] proceeds, should be found to have
had some agency in facilitating the transport

---

* These persons, especially the Master of the vessel,
generally Foreigners who claim to be Naturalized Citizens

citizens from Africa, though they have hitherto kept themselves clear of commotion.

I have the honor to be
very respectfully Your
Most Obt Servt

[illegible]
Commanding Naval Forces
Western Coast of Africa

86

Pages Mean/ Ho

Copy

U.S. Brig Dolphin
Port Praya, January 12th 1835

Sir

In my letter of the 19th Oct I informed you of our arrival at Monrovia via this Port and the Gallinas.

I have now the honor to report our arrival at this Port this day at 3 PM having sailed from Monrovia on our homeward Cruize on the 20th of Oct. We arrived at Cape Palmas on the 29th, all was well there, - for the first day's of our passage we had continued rains with light winds all the way; finding we were making a long passage, thought it advisable not to stop this side of Palmas left the next day Oct 30th and arrived at Grand Bereby Oct 31st, all was peaceable there, Sailed from Bereby Nov 1st and arrived at Del Murias Nov 6th where we had hoped to have watered Ship, but the surf being so high, that we were dissuaded by the People on Shore from making the attempt Sailed, therefore the next day Nov 7th and arrived at Acera Nov 8th, left there on the 10th Having been disappointed in getting water at Del Murias, thought it best to shape our

[redacted]

here we watered Ship with the best of water and with less labour than we have found at any other place

The Bay is a beautiful one. easy of access without a Pilot, and with good anchorage, but it rained all the time during

our stay, day and night. Sailed from there on Monday Morning Nov 18th, and arrived at the Gaboon River Thursday Nov 21st at 5.20 P.M. where we found a French man of War Schooner as she made no call upon us did not enquire her name. Passed an agreeable hour with our Missionaries Mr and Mrs Wilson, who informed us all was quiet there, Sailed next morning Nov 22nd at 6 A.M, On Sunday Nov 24th made the Island of St Thomas, at 3.30 P.M having crossed the Equator, at about 11 A.M. that day. Friday December 6 at 10.30 A.M arrived at Monrovia On the 15th the Yorktown came in, Sailed from Monrovia Dec 23 at 3.20 P.M, the Yorktown going to sea at the same time, Anchored at Cape Mount Thursday Dec 26th at 6.15 P.M. found at anchor there an English Merchant Brig. the Australian direct from England from we got a supply of small stores very much wanted, not having met with any thing of the kind before — Left Cape Mount the next day at 1 P.M and anchored at Galena the same evening at 6, where we found at anchor a British War Steamer, as she did not send a Boat on board which I thought her duty to do, we had no communication, I [illegible] breeze at 4 O'clock

On our way to this Port we had a tedious passage of twenty days from our Anchorage at Monrovia for the first fifteen days we made but little progress, it being calm most of the time, and we got a wind

I have the honour with the greatest respect
to the Brig behaved well, might have proceeded
to Portsmouth with Dispatches

It gives me great pleasure to inform
you that we have been blessed with good health
and that at this moment there is not a Man
on the Sick Report

With the highest respect
I have the honour to be
Sir
Your most obedient
humble Servant
(Signed) Henry Bruce
Commander

To
Sir Thomas M. C. Berry.
Commanding Her Majesties
Naval Forces
West Coast of Africa

U.S. Brig Truxtun
Port Praya. January 25th 1845

Sir

Having omitted in my report of the first to make any remarks on the State of trade or that of the Slave Trade on the Coast of Africa, I would now offer the following remarks and which are made with some hesitation, as the sources from which such information is derived seem to conflict with each other

The Galenas seems to be the Port from which still great number of slaves are taken, but from all I could learn, the American Flag is not made use of in this traffic or in any other illicit trade, and from the high respect shown every where on the Coast, both by Natives, and Foreigners to merchant vessels wearing the American Flag. I come to the conclusion that their only trade on the Coast is alike honorable to themselves and to their Country. - The extent of which would seem to be on the increase, but in this again there are conflicting opinions

Our Missionary establishments along the Coast everywhere seem to enjoy the confidence of the people around them, their sacred calling giving them protection - I fear however ere long, there may be some trouble at the Gaboon River, where we have a very interesting Missionary establishment, at the head of which is Mr and Mrs Wilson

The French having obtained possession of the Country, by what the Natives call a

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

HMS Ship Portland

Cape Mesurado 18th December 1843

Sir

In compliance with your instructions of the 9th ultimo, I sailed from Porto Praya on the 30th, and the 7th December in Sight of Sherbro Islands. On the evening of the 8th off the West end of Plantain Islands Sherbro, spoke H.B.M. Steamer Brant Commander Russell from Sherbro, & the following day spoke H.B.M. Steamer Growler Commander C.H.L. Buckle, who sent his boat with a Lieut who has been employed with letters for Governor Roberts which had been received from a merchant vessel a few days previous. Learning that Commodore Jones was expected daily at the Gallinas I gave the British Lieut your letter to the Commodore, & Growler then stood for Gallinas, & arrived off the same place at Sunset, where we discovered the latter vessel and another English Brig Steamer at Anchor off the River, & the weather appeared very unfavourable to the South & West? I did not think it necessary to anchor, consequently stood off & on Southwards, & was informed by the British Officer that Gallenas was full of slaves. & four days previous one of their Steamers had captured a Slaver with four hundred slaves on board, and another had also been taken without any slaves.

On the evening of the 11th we anchored at Cape Mount, & we were standing in to the Anchorage, Canot came on board in company with the Master of the English Brig, Brahman which had been blown off in a Hurricane a day or two before. Canot informed me he had

have some trouble with the Natives a short time since, but as he had a hundred men and well armed, he easily drove them off. The next morning we discovered a French man of War Brig at anchor of Sugary.

While at Cape Mount I visited the Canot has built himself a fine house and cleared a dozen acres of land which he has under cultivation, raising corn, cassada, sweet potatoes besides having a number of plantains figs and other fruits of the climate. He has also on the Stocks a vessel of about 40 Tons burthen on which the workmen are employed. He has hoisted the French flag, and has been taken under the protection of the Officers of that Government.

I met at Canots the Captain of the French Brig (the Eglantine) who had come there for the purpose of holding a Palaver with King Fanatora, the sovereign of Cape Mount, including about 25 miles of Coast. Fanatora soon made his appearance with about a dozen in his suite principally his grand children. He was a venerable looking negro, his white beard descending a few inches below his chin, had a blue cotton mantle ornamented with red and white embroidery thrown over him which descended a little below his knees, his arms and legs were bare. He said he was 82 years of age, and from his appearance, I have little doubt of it. This Fanatora is said to be an usurper, but he is doubt the sovereign de facto of the Country from whom Canot says he has purchased Cape Mount. He is at with the people or chief who

all [illegible] Canal.

The object of the Spanish Authorities appears to be to endeavour to embroil the British Ships in order that a free entry

to Nearly Trebles up

Capt Cage Mounted on the 15th where I met the Boy [illegible]

Regretted to learn that there had been a serious affair between two of the Officers of that vessel, but as Captain Bruce will make a report to you on the subject, I do not think it necessary to enter into particulars under the circumstances however. I think it advisable that he should repair to Cape Town Solanas as soon as possible

Every thing is quiet about the Colony and as I shall be on this part of the Coast for some time, the Boyhood can easily be spared at present

The Spanish Governor Roberto is good health and all as prosperous as could be expected with the limited means of the Colony The day after my arrival, Governor Roberto and General Blanco dined on board with the Officers, the former Proceeded with a Salute and military honors.

Governor Roberto informed me that an attempt had been made to carry on the Slave Trade thro a part of his Jurisdiction, a few miles this side of Half Moon Reef but which by Strangers filled out with Spaniards from the Slave Stations at Rio Pongas

104

"I have received this intelligence, so was
the lookout, on the day after my arrival f.
was captured, a dame with four children of
from seven to nine years of age, and brought
escaped from the Creoles had been taken
from their parents, and were to be taken to Rew
We are now actively employed in
filling up our water and provisions, and sh
shall sail on Sunday, unless something more
than I can foresee occurs. My crew continue
in excellent health, two of the officers have
been on the sick list ever since I sailed from
Port Praya. I will address you a special
communication on this subject
The Lane has generally been as
weather ever since our arrival on the Coast,
except during the time we have been at this
anchorage. I was informed on shore that
the season was much more backward than usu
The Harmattan should have prevailed for
some days past, but there has been yet
nothing of it

I have respectfully
Sir Your obedient Servt
Signed Thos L Birch
Commander

To
Matthew C. Perry
Comdg the Naval Forces
Western Coast of Africa

U S Ship Hartford

Port Royal Sept 5th 62.

Sir

I have the honor to inform you that in obedience to the requisition of Brig Genl Stevens, and of the Flag Officer Commanding the Expedition, I have this morning hoisted the Union flag over the Custom House, Post Office and City Hall of Beaufort S.C. and have taken possession of the same in the name of the United States.

I have the honor to be
very respectfully
your obedient servant

(signature)

Commanding U S Forces in Port Royal

Brig Genl Saml. G. Wagner
Secretary of the Navy
Washington D.C.

P 358 Mar 31

Translation.

al Government
Province of Cape Verd
ection. 4th Section.
52.

Illustrious Sir

Having been informed by the
ernor of the Fort of St Jago of Bissao, that on
the 5th ulto there anchored at that place the
US Preble, Commanded by F. H. Stanton who was
dered by your Honor to that place to protect
the property and subjects of your Nation in
ence of the true existing between
certain Tribes of the Natives of the Islands
and the settlement, and also having been
informed by the Governor, that the Officers
and Crew of the above mentioned Vessell
rendered many and important services to
the Fort not only by the moral influence of
their presence, but also defending with effect
the interests of their Countrymen, I take this
means of thanking your Honor for this unequi-
vocal demonstration of the feelings which
mutually animate our respective Governments,
and solicit of you the favor, in my name, to
thank Commander Preston and all the Officers
and Crew of the Preble, whose conduct as well as the
Honorable proceedings of yourself. I shall have the
pleasure of representing to the Government of this
first

Second Journal of the Government of
the Bermuda, Isle of Sharks. 9th December 1814
[illegible] Brigadier & Governor Genl

[illegible] the Most Illustrious Commodore
of the United States Squadron
on the West Coast of Africa.

U.S. Ship Macedonian
Port Praya, February 5th 1844

Sir

I have the honor to transmit herewith
letters from the Purser & Surgeon of this ship
for the U.S. Ship Erie for Officers who had
left the Station on their return to the United
States previously to the arrival of that vessel

I have the honor to be
very respectfully
your obedient
Servt
Alex. Slidell Mackenzie
Commanding U.S. Naval Forces
Brazil & Pacific Ocean

Hon. Geo. M. Bibb
Secretary of the Navy
Washington D.C.

P 357 Mar 31

U.S. Ships. Macedonian.
Port Praya. February 8th 1843.

Sir

I have the honor to enclose herewith a duplicate of the report of the Surgical Officers ordered to survey certain parts of the mess of the U.S.S. in Preble. as also a copy of the instructions given to Lieut Commdt C.C. Turner to receive them on board the Erie under his command and convey them to the United States

I have the honor
to be very respectfully
Your Obd't Servt.

[signature]

Commanding U.S. Naval Forces
Western Coast of Africa.

Hon'ble John. P. Mason.
Secretary of the Navy
Washington D.C.

P 350 Mar 31

U S Ship Peble
Porto Praya February 8th 1845

Sir

In obedience to your order of yesterday we have this day held a strict and careful survey of the following men viz

John	Brice	Ord
John H	Williams	Ord
Hank	Enos	Ord
Thomas	Lewis	Sea.
Henry	Freeman	Ldt.
Hippolite	Bouten.s	Ass.t Cook
Nathl.	Halliday	Sea.
John	Anderson	C. St.d
Geo. C	Taylor	Boy
John	Ingraham	Sea.
Thomas	Wilson	Ord.
Cornelius	Bennett	2. Gun.
Martin	Williams	Ord
William	Taylor 3d.	Ord.
Thomas	Carey	Seam

and have to report that we consider them unfit for duty and recommend that they be sent to the United States—

We have the honor to be Sir
Respt. Your Obet Servants

Commd.g Officers

Commodore M C. Perry
Commanding U S. Naval Forces
West Coast of Africa

Copy

U.S. Ship Macedonian
Port Praya. February 8th 1843

Sir

Be pleased to receive on board the Ship under your Command and convey to the United States the men whose names are subjoined, who have been condemned by Medical Survey, viz

John Brice	O.S.
John W. Williams.	O.S.
Frank Enos	O.S.
Thomas Davis	Sea
Henry Freeman	Ldsn
Hippolite Bontemps	Off Cook
Joshua P. Halliday	Sea
John Andersen	C. Sto
George C. Taylor	Boy
John Dunham	Sea
Thos Milnor	O.S.
Cornelius Burnett	Qr Gun
Martin Williams	O.S.
Thomas Carey	Sea
William Taylor 3d	O.S.

On arrival at New York you will furnish to the Commanding Officer afloat a list of these men with a triplicate of the Medical Survey held on them which is herewith enclosed, and receive from that Officer instructions as to their disposal

I am Respfly
Your Obdt Servt
(Signed) M. C. Perry
Commanding U.S. Naval Forces
Western Coast of Africa

Lieut Commdt, C. C. Turner.
Commdg U.S. Store Ship Erie
Port Praya.

U.S.S. Ship Macedonian
Port Praya Feby 8th 1845

Sir

I have the honor to enclose herewith a duplicate of a Report of medical Officers in the case of Lieutenant H. McTaylor Smith late of the U.S. Ship Preble, who in consequence has been ordered by me to take passage in the Store Ship Erie for the United States for the restoration of his health.

I have the honor to be
Very respectfully
Your Obd't Servt

[signature]
Commanding U.S. Naval Forces
Western Coast of Africa

Hon'ble John. P. Mason
Secretary of the Navy
Washington D.C.

P 348 Mar 31

U. S. Ship Preble Port Royal
Feby 8th 1845

Sir

In obedience to your order of this day I have held a strict and careful survey on H. B. M. Brig [illegible] and find that in consequence of having laboured under different sails she has become very much enfeebled, and is in a state of decay, much to be lamented - so much so as to render it necessary to recommend her return to the United States

Very Respectfully
Your Obt Servt
Edmund Dubary
Lt. Com.g

To
Commodore M. C. Perry
Commanding U. States Forces
West Coast of Africa

copy

418

1° 87 Hon Sec^t

U S Ship Macedonian
Port Praya February 15 1845.

Sir

I have the honor to enclose herewith a copy of a report of Commander Bruce communicating the particulars of a duel which took place at West Bay Princes Island on the 17th of November last between Lieutenant Wm J Hurst and Passed Midshipman J B Creighton both of the Truxtun.

In transmitting this information I conceive it to be my bounden duty as the Commander of the Squadron to which these Officers belong to express in the strongest terms my disapprobation of the course pursued by by them and especially do I blame Lieut Hurst who as First Lieutenant of the Truxtun should have set an example of discipline and subordination, instead of which, he, as I understand the matter, on intimation of Mr Creighton of his intention to appeal for some alleged wrong received from Lieut Hurst, to higher authority, told that Officer that such appeal was unnecessary, as he (Lieut Hurst) would give him personal satisfaction. This proposition resulted in a meeting with pistols and the infliction of a serious wound upon Lieut Hurst, which not only disabled him

Honble John Y. Mason
Secretary of the Navy
Washington D.C.

[illegible] the Officers of the Ranger of the Sloop Hornet, as
Prisoners of War. Since his acknowledgement of the claim
Stock of the Unfortunate persons has arrived back in
Mr Hamilton and Thomas to this Service, before the
Expiration of the time appointed for same.

The conduct of these Officers has
very much to gratify me. The Expenses of Lieut
Lieut Shubrick will if it be not unnecessarily enc
unofficial injury to Subordination in the Service

If disputed points of Duty are to be referred
to the arbitrament of Single Combat to the choice of
the Adversary, it will be necessary to assign
each Article of War with a double complement of
Officers

Read the condition of the Parole of
Lieut Shubrick permitted, whereby he was forbidden
the Ocean occupied by any of the Enemies Ships
of the Power of exercising the Authority vested
in one by Law of Suspending of all Engagements
with others according to the Equation without Loss
the Department with their Assignment, but in
particular circumstances there is an alternative, some
times unavoidable of necessity to offer the decision
of the Case

The necessity occasioned by the Transfer
of Lieut Shubrick to the Erie to return to this Station
has been filled by Lieut Simon Smith

I have the honor to be
very respectfully your Obedt Servt
(Signed) M C Perry.

Commanding Ultra American
Station Pacific Ocean

Dec 31 '36

U.S. Brig Truxtun
Port Praya Jan 27th 1845

Sir

In obedience to your order of the 26th [illegible] the honor to submit the following

Report

On the Evening of Friday the 15th Nov. Mr Hurst, the 1st Lieut, had occasion to speak to Mrs Reid and Creighton in the Ward Room on some matter of duty, of the nature of which I am not precisely informed, the latter Officers went on deck however, and commenced a conversation which attracted Mr Hursts attention, as it related to himself, He directed these Gentlemen to suspend their conversation and observed that the Officer of the deck should not be engaged in it adding also, that it was conducted in a tone so loud, that he could not avoid hearing it - the remarks of Mr Hurst were heard by me, as I was in my Cabin below; Mr H spoke as if excited by some previous conversation, I knew nothing of any intended meeting, nor was aware of any further misunderstanding, till just before 8 o'clock on the morning of Sunday the 17th when Lieut. Reid came into my Cabin and informed me that Mr Hurst had been brought on board badly wounded, On going into the Ward Room, I found that a bale from one of the Ships pistols had passed throug both legs, fracturing and splintering very badly the principal bone of the left

It appears that Mr Creighton, [redacted]
has left the Service at, or prior to, December,
attended, since which time he has been employed
[illegible] Whaling business.

Captain Hewett, Captain Pitcairn, Captain Fitzpatrick, Captain Stewart, Peter Coyle, also accompanied them with the Boats and Surgical Dressings. They proceeded to the Shore at Port Bowen in Prince Leopold's Island, off which the Ship was at Anchor, and Encamped on the Shore.

Mr Creighton escaped unhurt, Mr Burt, after much suffering and to his death, Crow recovering, but continues unable to walk.

I am to believe that the challenge was given by Mr Creighton on the afternoon of Evening of the 16th, and to have immediately complied by Captain Hewett, who appointed the same as the place of meeting.

I am also informed that Mr McDonald, at that time, as the friends of both parties, and that Mr Pringle knew nothing of the transaction until he was requested by Mr Creighton to accompany him to the fields a few moments before the meeting occurred.

The account given above comprises all the facts that have come to my knowledge with respect to this most unhappy occurrence.

For more particular information I refer you to those of the parties more immediately concerned in it.

I have the honor to be
Commodore &c &c &c

Commodore H. C. Penny.
Commdg Arctic Seas
Hoy Coast Surveyed

Sir
Your Most Obedient
Humble Servant
Commander

(

No 88. Flon Secty

U S Ship Macedonian
Port Praya. February 11th 1845

Sir

Commander Preston when sufficiently recovered from his illness addressed me his report of proceedings during his Cruize to Bissao, a copy of which report I have the honor herewith to enclose.

I have the honor to be
Very respectfully
Your Obt Servt

M C Perry

Commanding U S Naval Forces
Western Coast of Africa

Hon.ble John Y. Mason.
Secretary of the Navy
Washington D. C.

8

Mar 31

Cop.

U.S. Ship Preble
Port Praya November 29th 1845

Sir

I have the honor to inform you that in obedience to your orders of the 26th ult. I got underweigh at 4 P.M. of that day and proceeded for the Port of Sysao. Owing to the prevalence of light winds by day and whilst in the River Tela to strong ebb tides, compelling me to anchor more than half the time, I did not reach the Port until 5 P.M. of the 5th Inst. The only American vessel that I found there was the Brig Hamilton, Capt Ingalls of Salem, Immediately on anchoring I despatched Lieut Pickering on shore to wait upon the Governor and explain to him the object of my visit and to arrange the customary salutes with the Fort, as well as to obtain what information he could in regard to the existing state of affairs. This information corroborated what had been imparted to me by you, through Capt Mitchell of the Barque* Imogene prior to my sailing, with the addition, that an armistice had been concluded by the contending parties until a treaty which had been negociated between them could be ratified by the Governor general at Cape Verd, and that there was hourly expectation of hostilities recommencing on the part of the Savages, in order to obstruct the planting of Palisades around the Town by the inhabitants for the purpose of preventing a surprize from the former. I also learned that there was on shore of the property of American Merchants, about $40,000 in value

*name of the Master of the Imogene was "Williams"

Out of what this property consisted I did not
understand, of which circumstance I expressed that I
was dissatisfied, as I could not be responsible for
that to the Indians. Several persons of the
Creek Nation, as well as the Chickasaws, were
dispersed of to the Spaniards for goods which I had given
credit, and is the Custom of the Country. The next
day I waited on the Governor, and shortly after
returning on board was hailed as an official letter,
copy of which is enclosed, marked No 1. as also a
copy of my reply, marked No 2. - on the 9th inst
I received another letter from the Governor, a copy
of which I also enclose marked No 3 and my
reply marked No 4. On perusing this letter
I came to the conclusion on mature consideration,
that it was my duty to comply with the Governors
request, and to assist him to defend the Town from
the attempts of the Savages to pillage it and
murder the Garrison and Inhabitants, as well
from motives of humanity, as for the preservation
of the large amount due to the American Merchants
which would inevitably have been lost, had the
Savages succeeded in their designs.

I accordingly proceeded the vessel to
position assigned which effectually commanded
the right flank of the town; whilst the Galliot
got ready for service and placed under the com
of Lieut Pickering, with orders to take a piece of
to command the left, but not to fire upon the
Natives unless they should attempt to force their
way into the Town. On the 11th Nov at 9 PM the
Savages were seen in large numbers marching
to the attack of the right of the town, I caused
a few discharges from our long thirty two to be
fired at them for the purpose of intimidating

..., as they have a great dread of heavy guns.
...ire discharges and a few made in the same
...tion on a subsequent attack they made
...ft morning, filled them with such alarm,
...at in all their subsequent skirmishes, (and they
...ve been numerous) they have carefully avoided
...lowing themselves within the range of our shot,
...ut have confined their attacks to the rear of the
...n, where they could do but little injury. The
...me may be said of the left flank, where on the
...y of the second fight, I had stationed a
...ercheant Brig belonging to the place, and
...mounting two long sixes and placed her
...der the command of Lieut Pickering, the
...xposure of the men in the launch being too great.

Since the 12th Nov altho there have been
skirmishes almost every day, yet they have
been of a very trifling character, and in some
instances brought on by the allies of the Portuguese,
who in several cases attacked and burned
the huts of their opponents, Judging from
their acting on the offensive that they were
strong enough to protect themselves, and one
or two cases of fever having occurred on board,
I sent an Officer on shore to say to the Governor
that as a reinforcement had arrived I would
[illegible]
my reply marked No 6 [illegible]
still increasing, I again sent an Officer to
inform the Governor of the fact, and that
I must absolutely leave as soon as possible.
This brought me another letter from him a
copy of which I enclose marked No 7 and

also a letter from the Merchants of Bufsa
mah. &c. &c.

The receipt of the Secretary Officers
the Ship having delivered me a Commission
a copy of which I enclose marked. N° 3,
and a large party of friendly Natives having
arrived to the assistance of the town. I deem
it my imperative duty no longer to expose
the Officers and Crew to the Pestilence and
the Privileged anchorage and Woods for this
place where I have the honor to await your
further orders.

I Regret very much to state that the
fever, hasten rapidly increasing, & that there
at this moment thirty six of the Officers and C
communicate it,

On my leaving Bufsa the Governor ad
-ded to his formal Communications to me, a copy of
I enclose marked. N° 4.

You will perceive Sir that this comm
prudence is in French. The reason for this, I un
that it was the only Language in which we com
understands one another, as this was not the
in Bufsa could translate correctly either
the English or the Portuguese.

Trusting that the course I have
the Government

I have the honor to be
Sir, very respectfully
Your most Obdt Servt
(signed) Thos Fraser
Commanding

Commo. H. A. Wise
Commdg U.S. Naval Forces
Eastern Coast of Africa

Translation

Copy. Pl.

Bissao 3d October/November 1845

Sir

This place has for the space of two months been at war with the Natives of the Country to whom the Blacks called Grumettos have allied themselves, before the present hostilities these people were considered subjects of the Portuguese Government, they have revolted and armed themselves against that Government, threatening the destruction and plunder of the factories of the Merchants of the Colony, and although, fortunately, they have failed in many of their attacks and enterprises, they have not hesitated to renew hostilities for the purpose of preventing the construction of a line of palisades, which has been considered a step indispensable to the security of the Establishments of the Merchants, and also the removal of the houses of an abandoned village, which completely obstructs the range of the artillery of the place. while at the same times it serves as an ambuscade to the Enemy.

Although an armistice has been agreed upon until the decision of the Governor General. yet considering the small force of the Garrison, which is hardly sufficient to defend the place. and not having any Portuguese vessel of war to protect and defend the property of the Merchants in case the armistice should be broken, I must ask of you Sir to have the goodness to lend us your assistance until the arrival of succour which I have

Ex

[illegible] [illegible] [illegible] [

Translation

No 2

U.S. Sloop of War Preble
Bissao 7th Nov 1844.

Sir

I have the honor to inform you of the receipt of your letter of the 5th Inst. in which you give me an account of the war at present existing between your Government and the Natives of the neighboring country, at the same time asking me to remain at this place until the return of the Portuguese vessel of war, which you have sent to Cape Verde for succour.

In answer, I have the honor to inform you that it will give me great pleasure to render you any service in my power, as well on account of the intimate relations which have always existed between our governments, as for what the laws of humanity demand, and that I will remain here as long as you desire unless I should receive contrary orders from my Commander in Chief

Be pleased to accept the assurance of my most distinguished Regard

Your very humble Servt
(Signed) Thos H Freelon
Commander U.S. Navy

To His Excellency
The Governor of Bissao
Lieut Col Dzuzaski

Translation

No 3. Bissao. 9th October/November/1814

Sir

I have the honor to inform you that intelligence which has been received of the movements of the enemy lead us to believe that there is a project on foot to attack us at some day for the purpose of preventing the construction of the palisades, and at the same time to take possession of the abandoned village,

In consequence, I beg you, Sir, as well for our protection in case of attack, as to encourage our troops, to have the goodness to drop your vessel in the direction of the anchorage of the Brig Victorioso, where there are 8 fathoms of water.

I have also the honor to ask you, in the name of the Merchants of Bissao, to have the goodness to capture any canoes that you may see coming out from behind the point of Banding, which since the declaration of war have been engaged only in acts of Piracy.

Be pleased to accept
the assurance &c &c
Yr very humble Servt.
The Governor of Bissao
St Col. Dziezaski

His Excellency
Mr T. W. Freelon
Comm'dg U.S. Sloop of War Preble

(c) Translation

Inv. A° 9.

Head Quarters of the Centre
Division 11th Novr 1794

Sir

I have the honor to acquaint you of the receipt of your communication of the 9th Inst, and that it will give me great pleasure to render you every assistance in my power to preserve your Garrison and the lives and property of the Inhabitants of the town, against the Enterprizes of the Savages

I have the honor to be
&c &c &c
Signed Thos Procter
Lieut Colonel
Commander in Chief

Thos Evans Esq
Lieut Governor of Detroit
&c &c &c

Translation

Copy No 6 (F 405 over)

U.S. Sloop of War Preble.
Bissao 20th of November 1854

Sir

I have the honor to apprize you of the receipt of your letter of the 17th Inst, requesting me to remain here until the arrival of the succor which you expect from the Cape de Verdes.

In reply, Sir, I very much regret to inform you that the fever of the country has commenced to spread on board the Corvette, and it is in consequence necessary that I should sail at the soonest possible moment. but in order to give you time to collect your allies, I shall remain here until the 1st of the next month, unless the pestilence should spread in such a manner as to render the necessity of my departure still more imperative.

Be pleased to accept the
Assurances &c &c
Your very humble Servt
signed Thos W Freeton
Commander U.S. Navy

To His Excellt
The Governor General
Lt Col Dzieczaski

Translation.

Copy No 5 Bissao 17th October Novembr 1838.

Sir

Yesterday I received your message by
from the Interior, you had thought it useless to
prolong your stay at this Port.

I have the honor to reply to you Sir
in regards to the force which you say has been
received, that indeed the Merchants sometimes
procure at their own Expense succor from a
neighboring tributary named Balantas, but this
force is too feeble to be relied upon, and is never
permanent, coming in the morning and
returning at night, In consequence, we can only
reckon upon your assistance for protection in
the present circumstances, and for this reason
I pray You Sir again, to have the goodness to
prolong Your stay until the arrival of the
forces from the Cape Debarde Islands, which I
have called for, and which I am expecting
every day.

Be pleased to accept Sir
the assurances &c &c
Governor General
(signed) Nel Cne Djassi

His Excellcy
Lt Col Bouet Willaumez
Commanding HBM Sloop of War Eclair.

Translation

Penx No 97 Bissao 21st Dec 1844.

Sir

I had the honor to receive this
morning the communication and copy of one
of your Officers, that concerning the report
in relation made to you by the Surgeon upon
the sickness which has unfortunately introduced
itself on board the Corvette, you have directed
to sail at the soonest possible moment.

I feel a sincere regret sir, at not
being able to await longer of your assistance,
which has been so useful to us in the hard
we are engaged in with the Natives of the
Country, I now feel in duty bound, as the
Governor, to beg you in the name of the
Inhabitants of Bissao to postpone your
departure to the first of the month, as you
have promised us in your letter of the 20th Inst.
unless the disease should make such a measure
indispensable to ensure your Ships Company

I be pleased to accept the
assurances of the
high consideration
with which I have the
honor to be
Sir
Your Obedt Servt
Thos B Freelon

To
His Excell'y
Thos B Freelon
Commdg US Corvette Preble.

No 1

No 9/81

U.S.S. Ship Preble Off Sisco
November 29th 1844.

Sir

We have the honor to report that a fever of a character resembling that described as the African, has made its appearance on boards of this Ship during the last 48 hours, many of the cases have been of a severe nature, and most of them yet remain with but little appearance of amelioration.

Considering our longer stay at this port as endangering the remainder of the ships company, we respectfully & most earnestly recommend an immediate removal from the prejudicious influence which seems to direct an effect the health of the whole crew.

We are

Very respectfully

Your Obedient Servants

Surgeon, U.S. Ship Preble

P.A. Surgeon

Asst Surgeon

Capt Stockton Esq

Commanding U.S. Ship Preble.

Translation

Copy. No 9

Bissao 29th November 1844

Sir

Before seperating from you I feel that I am under obligations to express my thanks and my gratitude on behalf of the Garrison of the Settlement of Bissao for the distinguished services you have rendered us in the war in which, for two months past we have been engaged with the Natives of the Country. Regret my inability to testify in a more effectual manner my esteem, and Friendship also wish to have done to the Officers and Crew of the Ships of War Preble, who have crowded themselves to our assistance on all the engagements (Combats) we may have had during your stay on this Post. But I hope that my Government will know how to appreciate such valuable and services which do honor to a distinguished Officer of an Enlightened Nation).

Be pleased to accept the

Assurances &c &c &c

Governor General

Louis Coelho A Vasconcelos

His Excellcy

J. H. Gordon

Commanding Ships of War Preble.

Translation.

Copy Nº 10.

Bissao 21st Novr 1813.

To the Commander
of the American Sloop of War
Peible in the Roadstead of Bissao

Sir

We the undersigned, Merchants of this place, have the honor to beg you to have the goodness to remain in this Roadstead until the ends of the present months, an interval during which we hope to receive succor from the Cape de Verde Islands or from the heads of the River.

Sir, we should not allow you to be ignorant that we owe to the Americans more than forty thousands dollars, and that if certain unfortunate events should take place we would necessarily be disabled from fulfilling our engagements with the citizens of your nation.

We beseech you Sir in the name of humanity not to abandon us in this grievous position.

We have for our defense but slaves, upon whom, when we have been assailed, we cannot much depend.

Our houses Sir from the manner in which they are situated are incapable of protection from the fort of the settlement without being liable at the same time to be demolished by the fire of the artillery.

Your stay Sir is indispensable to us, and we wish to believe that you will

not desert us in this melancholy position, unless succor should arrive, or we should have the means of completing the palisade, which can guard us against a surprise.

We await Sir your Reply which we hope will be favorable to us.

Yourbery Obdt Servants.

signed A. M. Macedo & Co

" J. Barrafs

Felippe G Silva

A Joaq Tes Carvachel

Joaq Anto Gomesdaz

Jozé Tavans el Almeso

Joaquim Monteiro de Macedo.

No 8 Copy from Secty

U.S. Ship Macedonian
Port Praya. February 15th 1825

Sir

On transmitting the accompanying
Journal of certain Officers of this Squadron.
I take the liberty of stating to the Department
that I am well acquainted with the merits
of both Officers, and the circumstances of his
appointment as Acting Lieutenant in the Navy.

On application to me by Commodore
Rodgers, the proposing for his change to
the Marine, the first declined, upon the ground of
incompetency, but subsequently reconsidered the
appointment and made the change in the ships.

Lieutenant Brady was promoted
upon the
most honorable, & flattering testimonials of his
character, & services, from the Officers
of the ships. I can strongly recommend him
as a deserving & meritorious Officer,
and cheerfully recommend him for promotion
to the rank of Lieutenant. Should the Service of this
kind of knowledge of Seamanship of Commodore
Rodgers enable him for Lieutenant upon

Hon. Wm. Jones. Secretary
Secretary of the Navy
Washington City

[illegible] Imagine that he cannot expect to the
same of Lieutenant for the duties of either Station
neither of Master or Lieutenant at Sea, I venture
to recommend him already recommended, as well
in manners and acquirements, as in the
necessary education & experience qualified
skill.

I trust that the Government will consider
me for these services, and will
regard me of the most extensive to make
in question the encouragement I have
privileges of the appointing power. In making
these statements, I have been solely influenced
by a sense of justice to the Commanders, all
of [illegible] any Commander. Each Officer
in [illegible] of the Squadron originally equipped
for this station.

These gentlemen have submitted to the
restrictions and regulations of the Squadron
with a cheerfulness and patience which to
their Commanders, and deserve of them,
from the necessary expenses of the service, and
encountering the responsibilities and expenses
of appointments superior to their former rank,
the emoluments of which are denied them by a
law of Congress.

The hardships will appear the greater,
when it is considered that while these Officers
were performing duties and incurring expenses of the
which they receive no equivalent return, such
a person as Lt. Brady, who was entrusted with the
boat, was accidentally at sea of recent occurrence,
who has never been at Sea but one Voyage, & he
by sickness got excused from a second one.

without possessing a tithe of their professional merit should be entitled by law to the full pay of master, and not satisfied with this, is aiming to be placed above them on the list.

I have the Honor to be
Very Respectfully
Your Obdt Servt.

[illegible]
Commanding U.S. Naval Fo[illegible]
Western Coast of Mexico

89

P 335 Mar 31

The undersigned Officers in the Navy would respectfully call the attention of the Secretary of the Navy to the efforts being made by Midshipman Brady to obtain an appointment as a Lieutenant in the Navy.

Mr. Brady was made a Passed Midshipman in the year 1836. and a Master in July 1842. So that during the last seven years which he has been in the service, he has acquired a character in the Navy as a Midshipman and Passed Midshipman which entitles him to the highest praise. He has been in many ships and different stations, which would enable him to form a correct opinion of his abilities, and a considerable portion of the same number had been seen in manuscript from the pens of an intelligent Lieutenant. The undersigned on this occasion do not wish to undervalue the qualifications or the character of Mr Brady for the office which he now holds. This is in no sense a personal Controversy. it is a question of legal right and abstract justice. They would vindicate the rights of all, and sustain the best interests of the Service.

The undersigned considers that promotions made in this manner interfere with the just rights of the Passed Midshipmen. They enter the Service with the rank of Lieutenant held out before them as a reward for their conduct and for their professional attainments. They undergo a rigid examination for this rank: and after this, await years for a vacancy for them. When a vacancy occurs the who has no claim to the rank. One who is not in the line of promotion, steps in and takes it. This

[illegible] one who was made a Passenger in cap[illegible]
and consequently been on Officer about eight
and a half the Passed Midshipmen have
examined for promotion have been Officers
[illegible] twelve years

Under this presentation the undersigned
respectfully submit a solemn remonstrance
against their not only immediate then and
but those who may come after them, being
[illegible] silently permitted to become a p[illegible]

Believing the principles involved in t[illegible]
[illegible] plain and simple, they have neither sou[illegible]
desired any unwonted influence, but
the case upon its merits.

Under these circumstances they have
ed to address the Honorable Secretary in
justice that cannot apprehend any other m[illegible]
than such as can be seen with even by
personally interested in the matter.

They would further ask of him to r[illegible]
letter to the Passengers

George Wells. Pass'd Midn Edward[illegible]
Harrington Watkins. Pass'd Midn Fred[illegible]
J. S. Kennard " Says[illegible]
Wm. H. Moore. " Charles M. [illegible]
T. B. Harrison " Henry A. [illegible]
J. H. Abbott "
Barker "
[illegible] "
[illegible] "
[illegible]

(Hon Sec'y)

U.S. Ship Macedonian
Port Praya. February 18 1844

Sir

Since my communication to the Department of the 23 ultimo transmitting certain documents in regard to the state of health of the Officers and crew of the Preble and the probable causes of the origin of the disease, a correspondence of an angry character has transpired between Commander Freelon and Passed Assistant Surgeon Kellogg, copies of which are herewith enclosed, together with copies of certain written statements demanded from other Officers of the Preble, all of which are submitted to the inspection of the Department without further comment from me than a simple remark that I condemned in the presence of the parties the style and spirit of the language of their written communications.

My reasons for not instituting a legal investigation into these matters are set forth in a letter written to Commander Freelon but not sent, see copy enclosed marked A A) its contents however were verbally communicated by me both to Commander Freelon and Doctor Kellogg.

I should not have troubled the

Hon'ble John Y. Mason.
Secretary of the Navy
Washington D.C.

Department with the approval of this Government
duties the general matters of serious import
illustration of the practicability of our ex-
taining the health and efficiency of ships
based on this statistics and on the circumstance
consequences arising from the slightest devia-
from the most stringent sanitary measures.

The sickness which has prevailed
on board the Vincennes, though it may have been
dangerously checked has unfortunately
affected the healthy health of those who have
been attacked, so to subject them to the dang
of constant relapses, so long as they may
remain in this region. It is therefore my
opinion (in which Commander Stanton
the two Fleet Surgeons concur) that the Vin
should be ordered as soon as possible by a
fresh ship, and that she return with all
convenient to a Northern port of the United Sta
say Portsmouth or Boston

I have the honor to be
very respectfully
Your Obedient

Servant

[signature]

Commanding Naval Forces
Brazil Coast &c. &c.

90

P 335 Mar 31 H

Copy

U.S. Ship Preble
Porto Praya. February 8th. 1845

Sir

I have the honor herewith to enclose you a letter from Pd. Asst Surgeon Kellogg, which purports to be a reply to my letter to you of the 19th January last.

The falsehood and malignity of this letter is such that I should feel myself degraded in replying to it in detail. Abundant evidence exists that orders were issued by me to the first Lieutenant, prohibiting the mens sleeping on deck, except under the Top Gallant Forecastle, and housed storm awning. It is very probable that Dr Kellogg may have found men sleeping on deck after the delivery of this order, but I cannot be responsible for the neglect of others, If the Officers of the watch allowed the men to sleep on deck contrary to orders, and Dr Kellogg knew the fact, he should have reported them to me.

To show the want of accuracy in the Doctors figures, I will only observe that he states "of 19 Officers who slept below 8 have had the fever". now my list of the Officers who have had the fever amounts to thirteen out of sixteen, not including the forward Officers. Two of these it is true did not go on the list, but they were nevertheless in my opinion full as sick as Dr Kellogg, who did. In regard to the conversations the Doctor says he had with me, in relation to the mens sleeping on deck in their watches, I think it very

probable that some such conversation may h
taken place, and that I expressed the opini
that it was utterly impossible to prevent th
men from sleeping on their watches when th
were allowed to sit down, and in this opinio
I will be backed by every Officer in the Navy.

In regard to my addressing your general
order to the men the Sunday after leaving Port
Praya, and so qualifying it by telling them that
you probably meant sleeping on the lookout,
I consider it too absurd to reply to. That was,
prior to my joining the Squadron, no offence
so certainly permitted, by one as sleeping on
the lookout. The men all heard that, before I
read your order. I think it very probable
that in my address to the Crew on that occasion,
I may have drawn some comparisons,
between the two offences, which may have
led the Doctor to pass the erroneous opinion
he has. But I have no recollection of
ever that.

In connexion with this letter of Dr Kellys
I beg leave to forward the whole correspondence
between him and myself. My first letter
to him, he has enclosed and marked A.
It is this letter that he considers so insulting.
I can see nothing wrong in it, unless
he considers it an insult to be asked with
men of honor?

After waiting a week for an acknow-
ledgement of this letter and the one enclosed
and not receiving any, I addressed him a
letter a copy of which I enclose (marked
B.) and as no reply from him

which I also enclosed March 2nd, & to this letter I would so particularly call your attentions, as I conceive it to be very respectfull and considerate, & in accordance with the spirit and tone of this letter, I would also state that the communications from Dr Kellogg to Dr DeBarry did not pass through the proper channel, being sent directly to the Captain, when it should have passed through me to you, I also enclose you a half apologetic letter addressed to me by Dr Kellogg and also marked A & B, which will go far to show the hypercritical and headstrong character of the man.

This is the first time since the organization of the Navy, that a medical officer has attempted to assign the precedence of the different officers to demand any concessions, Dr Kellogg is therefore entitled to much credit for having been the first discoverer of this new and easy method of accounting for the appearance and disposal of a pestilence up an African River.

To conclude Sir this long letter, which I am aware must be extremely annoying to you, I will only say that Dr Kellogg having referred this difficulty to you for your decision, I cheerfully accept the arbitrament.

I am Sir very respectfully

Your Obt Servt

Commodore M. C. Perry. Signed Thos H Eaton

Commanding US Naval Forces Commander

Brazil & Coast of Africa

US Frigate Macedonian

No 1

Copy.

U.S. Ship Potomac
Porto Grande. January 3rd 1865

Sir

You will be pleased to acknowledge the receipt of my order of the 15th inst. and my letter of the 20th inst, with the documents accompanying it, and for the future you will comply with the rules and Regulations of the Service by rendering promptly the receipt of any official order or communication which the Service may render it necessary for me to address you.

I am Sir
Respectfully
Your Obt Servt
Commanding

A. J. Britton, Killegg.
Asst Surgeon
U.S. Naval Hospital
Porto Grande

No 2

U S Naval Hospital
Porto Grande. January 27th 1885

Sir

I have the honor to acknowledge the receipt of your letter of this date, and in reply have to state, that I acknowledged the receipt of your order of the 15th inst, verbally to you in my apartment, on shore, which I supposed was all that was required, but in reference to your communication of the 20th Inst, I know of no rule nor regulation requiring me to answer communications personally insulting to myself as an Officer and gentleman, and which do not relate in any way to the public Service.

Your communication of the 20th Inst will be referred to the Commodore, as I intend to appeal to him for protection against insults in the discharge of my duty in obeying an order of the Fleet Surgeon, my superior Officer.

All communications of an official nature addressed to me in a proper manner will always be promptly acknowledged.

I am very Respectfully
Your Obt Servt
S. Wilson Kellogg
Pr Asst Surgeon

To Commander Thos W Freelin
U S Ship Preble
Porto Grande

No 31

Copy
Copy

U.S. Naval Hospital
Porto Grande. January 30th 1843

Sir

Having been informed by Purser Crosby that you are under the impression that I was actuated by inimical feelings and a desire to injure you in making a report to Dr DuBarry of the probable exciting causes of the fever which has lately prevailed on board the U.S. Ship Preble. I assure you that you are laboring under an error. and that a sense of duty, alone, was the motives which influenced me, I was ordered by Dr DuBarry to give him my opinion of the causes which gave origin to this fever, this order I was compelled to obey.

So far from intending to injure you, I mentioned in as few words as possible those circumstances which are laid down in all medical works on the subject of fever, as the exciting causes of fevers, and which actually occurred on board.

The causes you mention in your letter to Comm^r Perry, "viz the pestilential atmos[illegible] ~~[illegible]~~ The African coast and the providence of God", [illegible]e as well known to the Fleet Surgeon [illegible]self, of course, it would have been perfectly useless to have stated self evident truths to a professional man, perfectly acquainted with the deadly nature of the African climate.

Hoping you will do me the justice to believe that I had no feeling of enmity

towards you in making the apparent reference

I remain,

very respectfully

Your Obd't Serv't

S. Brison Kellogg

Ass't Surgeon U.S.A.

Commander Frederick Freeman

U.S. Navy

Port Royal

Copy

U.S. Ship Preble
Porto Praya Feb 6th 1845

Sir

I have the honor to submit the following reply to Commander Freelons letter of January 19th, addressed to you, which purports to be an answer to the report of the Medical Officers of the Squadron as to the causes of the origin of the fever which has lately prevailed so extensively and fatally on board of this Ship.

This letter together with one addressed to me and herewith enclosed (marked A) I think I have good and sufficient cause to complain of, and I respectfully ask you to afford me protection against unjust, groundless and false attacks upon my character as an Officer and gentleman, made by a superior Officer upon one under his command for the conscientious discharge of his duty in obeying an order of the Fleet Surgeon.

The facts in relation to the report made by me to the Fleet Surgeon, which Commander Freelon considers as implicating and censuring his character, are as follows.

On the arrival of the U.S. Ship Preble at Porto Praya from Bissao with 37 cases of the African fever on board, the Fleet Surgeon ordered me to give him my opinion as to the probable exciting causes of this disease, my answer is herewith enclosed (marked B), This letter is a plain uncolored statement of facts which actually occurred

and as which Commander Preston does not deny
nor can he. as every portion of my letter can
be substantiated by every person who was in
the ship at the time we were at anchor off
Bassas.

I will now notice some of the misrepre-
sentations contained in the letter of Commr
Preston. In his letter of the 19th January, he
states that "no man was allowed to sleep on
the deck upon either the Top gallant or Fore-
castle, and as the main deck awning well housed,
and the Hatches half were closed" The men apparently
slept where they pleased, and as I have frequently
seen groups of them sleeping aft as before; but on
the top gallant forecastle, and as I have mentioned
this fact to Commander Preston more than once,
and I also called his attention to the fact of the
men so sleeping there, which was the case when
the guns were painted, He also states that "he
(Dr Kellogg) should have remonstrated against
the men sleeping on deck" The enclosed copy
of a letter dated Nov 8th and marked C, is a
sufficient refutation of this statement, and
I moreover solemnly declare that I duly
repeatedly call the attention of Comr Preston
to the dangers of this practice, stating, I had
been informed, that on two ships of the English Men
of War on this station, the practice of sleeping
on deck was strictly prohibited, and on the men
caught thus offending were punished at the
gangway. His reply was. it was necessary to.
have a quarter watch on deck and as it would
be impossible to prevent the men from sleeping
or words similar, He cannot deny that or

on the Sunday after leaving Port Praya we
our way to Bissao, that he reads a portion
of your general orders relative to sleeping
on deck, to the Crew at musters, and as Lands
he "finds not considered the Commodore meant
sleeping on deck, but on the lookout, and if
any person was found sleeping on his
lookout, he would be severely punished"
or words to that effect. He also states that
"a larger proportion of the Officers who slept
below have suffered from the disease, than
of the men who slept partly below and
partly on deck". This is not the fact, of
19 Officers who slept below 8 have had the
fever, and of this number, two were notoriously
in the habit of sleeping on deck, The number
of men on board on the 31st of October was
144, Of these 90 have been attacked, (without
counting the relapses) This does not confirm
Commr Hoffmeisters statement, but is just the reverse
He says the "real origin" of the disease
ought to be ascribed to the "pestilential
atmosphere of Bissao and as the Providence
of God." The former is self evident to every
person acquainted with the nature of the
African climate, and it would have been
a useless waste of time to have informed the
Principal Surgeon of that with which he was
better acquainted, than myself.
He was of course aware that the atmos-
phere of Bissao, like that of the other
towns on the African Coast was "pestilential"
The other is likewise self evident to every
person having any the experience and

importance of the Surgeons Report; that if the Navy Regulations have thought proper to have ordered an Examination, no fever would have made its appearance on board of this ship.

I am accused of "Cruelty and Clandestinely" attempting to injure Commodore Perry by the most positive terms, and I cannot imagine, why such a charge should have been made, unless he was angry that I would not forward a copy of the report addressed to you by the Flag Surgeons, and the other Medical Officers of the Squadron.

As Commander Perry and myself are at issue on this subject, I respectfully request that it may be investigated in any manner you may deem advisable.

I am Sir

Very Respectfully

Your Obedient Servant

(Signed) S Nelson Kellogg

Pd Asst Surgeon

(To Commodore M. C. Perry.

Commander in Chief of

the US Naval Forces, Western Coast of Africa)

(U.S. Frigate Macedonian)

Porto Praya)

U.S.S. Brooklyn
Porto Grande. January 20th 1865

Sir

I herewith enclose you a copy of a letter from Fleet Surgeon DuBarry to Commodore Davis dated January 18th, also a copy of a letter which I addressed to the Commodore in reply to a letter from him, with which he had the kindness to furnish me the Report of the Medical Officers who visited Port,

It is a man who has any pretensions to being a man of honor makes charges against another implicating his character or conduct. it is usual to furnish the party thus charged with a copy of the charges.

If you have therefore made any other reports in which you have implicated me in any manner, I will thank you to furnish me with a copy.

I am Sir
Your Obdt Servt.
(signed) Thos. H. Stanton
Commander

To
P. Surgeon. Kellogg
Fleet Assistant Surgeon
U.S. Naval Hospital
Porto Grande.

B

Copy
Copy

U.S. Ship Preble
Porto Praz a. St Iago. Ann

Sir

In compliance with your order of ~~yesterday to furnish you with my opinion as~~ to the probable origin of the fever now prevailing on board of this ship, I have the honor to make the following statement.

1st The position of the ship which for a period of 13 days was anchored within less than a quarter of a mile from the shore, exposed to the exhalations arising from an extensive bank of mud left bare by the ebb tide to the action of the rays of an almost vertical sun; and at night, to the land breezes, loaded with miasma from mangrove swamps and rice fields.

2nd The exposure of the crew in painting ship, - sleeping on the decks at night, and in being sent away from the ship, both by night and by day, to assist the garrison of Bissao in repelling the attacks of the natives. Two cases evidently arose from fatigue and getting wet on a sporting excursion. They were both taken on the 14th day.

We anchored off the town of Bissao on the 5th Inst, and the first cases occurred on the 19th, an interval of 14 days.

Very Respectfully
Your Obedient Servt
(Signed) S Wilson Kellogg
Pd Assist Surgeon

U.S. Navy Esq. M.D.
First Surgeon Ofncar Squadron

C

440

Copy

U.S. Ship Preble
Bissao, Africa, Nov 8th 1844

Sir

The practice of Officers or men going in fishing or shooting excursions anywhere on the Coast of Africa or its Islands, is extremely pernicious to the health of the parties engaged therein.

It is also very dangerous for Strangers to remain any length of time in wet Clothing, or to expose themselves to the dews of night or the fogs of the morning, such imprudences being followed by an attack of the African fever.

I respectfully recommend, that for the future, no fishing or shooting excursions be allowed on the Coast. Also, that, persons accidentally getting wet should be compelled to change their Clothing as soon as possible, and that no person be allowed to sleep on deck under any pretence whatever.

Great care should be taken to keep the Ship perfectly dry, and the awnings should be spread whenever practicable.

I am Sir
Very Respectfully
Your Obedient Servant
(signed) S Wilson Kellogg.
Pd Assist Surgeon

Thos W Freelon Esq
Commdg U.S. Ship Preble
Bissao. W Coast of Africa

(1.15

HMS King's Proctor
Porto Praya. February 10th 1805

Sir

I have the honor herewith to forward you the original letters of Mr Pickering and Smith, and Assistant Surgeon Hamilton and copies of letters from Acting Master Hoy and Pilot Christopher Lowe, who were water Officers in Bristol, most of these Gentlemen, together with Mr Miller, I regret to report the same circumstance upon the remarks I made before the Crew on reading your General order No 1, the Sunday after leaving Porto Praya, that Disobedience did, I must repeat it is affecting that my meaning should have been totally misunderstood, or that it must at the time have been labouring under some strange Hallucination, - For no person can for a moment believe that I would wilfully violate, or misconstrue a order which it was not only my duty, but my interest to see rigidly Enforced, and when such violations would subject me to severe and merited censure, - But it strikes me, that the order appears to me directly to the Points Objected to It points out certain duties for them to perform which do not exist Constructions of mine should have prevented their performing it. They should have complied with the order, and then the mean leaving been expressed to me, if I had not performed

the cruelty of the measure, I shall be loath to have been
Cable
instrumental to put it into your power. Under
the present circumstances however, I have thought
proper, I have been induced to give up a single
measure by which I can keep my waters from the
dam (the erection of which is necessary to the present undertaking)
I have already stated to you, that by my
orders, it was not to be carried into execution
until I received your further orders. I hope
you will not, and it was
your fixed & well understood by the event,
that it was not offensive which was not
circumstances would be overlooked by me.
The reading of your orders I therefore, and
placing the construction upon it which
the first manner I could, would appear
to be not only an act of supererogation,
but one of great absurdity, I therefore
cannot but believe that I was forgiven by
you understood, and perhaps but for
this conference between you & myself and the
Rulings. The wise construction of this order
would never have been thought of.

I will now say nothing on the
letter of the orders I gave on Friday on
relation to the appearance of the men to the
Commissioners Meeting, although he admitted
(on your presence yesterday, that such
an order was on his opinion, and claimed
the merit of having himself suggested it,
of which I have no wish to arrogate him.
But, it is certain, that if the men were
in such as done of the Officers say they
were, the blame must attach to him

as the Officer superintending the work. He also says nothing in relation to my order directing the men to sleep under the Top gallant forecastle and Boom Covers. On this latter point however the statements of Lts Pickering, Smith, Mayes Fox and Moore are conclusive.

From collecting all this testimony the two important facts are established that the orders in question were given by me, and if there was any deviation from them, it sprung from those whose duty it was to see them executed, and entirely without my knowledge.

Lt Miller ranks amongst the violations of your orders, the allowing of hunting at Bissao, and the not boarding of certain vessels in the River Jeba, I am not aware of any prohibition of the former in your orders, nor no compulsory order in relation to the latter. Lt Pickering went a ganning twice at the Isle Bourbon, with the Kroomen. The first time he returned in season, the second time he did not return until after dark, which was the cause of my prohibiting the sport during the remainder of my stay in the River, Under any other circumstances than the very unfortunate ones in which we were placed, I should have boarded and ascertained the character of the vessels that we saw in the Jeba. But I considered it my paramount duty to get out of the river as soon as possible,

I would make a few remarks in relation to the exposure of the men in boats. No boat left the ship except on service, during my stay at Bissao, unless manned by Kroomen with the exception of the third cutter, with which Lt Pickering waited on the governor on our anchoring at Bissao, the gig twice, once to carry me to make my official call upon the same personage, and once in the cool of the afternoon to carry me to the Isle Rhé, for exercise and recreation, and the first cutter, which Lt Miller dispatched contrary to orders to pick up a boat belonging to a Spanish Brig, that had got adrift in the River.

As some allusion has been made to my having ordered a quarter watch in Bissao, I will state that my reasons for the arrangement, were first to allow the men below to be as comfortable as possible, and secondly to have men on deck ready to prepare the boats for service, should the garrison give the alarm.

In regard to Bissao, I would observe, that never having even heard of the place before I was ordered there, I knew nothing whatever of its character. There is nothing said in the book of sailing directions of its being unhealthy. The position of the place being open to the fresh breezes from the sea through the neighboring Archipelago, induced me to believe it was comparatively healthy. Experience soon taught me the reverse, and I have since

be areed that it is considered one of the most unhealthy places on the Coast.
A British Brig of War, the Alert, as also a Spanish Brig of War, name unknown, were there just prior to my arrival.
They both caught the fever on board, and I have been informed that the former lost twenty seven men.
I have not ascertained the Lyss of the latter, & I have also understood that of the fifty seeding sent from this place to the assistance of the garrison, nearly all were attacked with the fever, and several died, The Spanish Brig of War La Malouine took the fever there in 1857 and lost all her Officers and all but three boys of her crew, many of them are interred at Porto Grande, Amongst them three Enseignes de vaisseau, I could adduce many other instances to prove the Deleterious unhealthiness of the place were not these sufficient,
In conclusion Sir, I must be permitted to remark, that after the severe sufferings both Mental and physical to which the Officers of this Ship, and particularly, from my position, myself, have been exposed, the attempt by any individual attached to the Ship and having been an Eye witness to their sufferings, to empty, however remotely, want of vigilance on the part of those Officers, as the cause of the pestilence when it could have been so easily

1 - 4

accounted for from the pestilential nature
of the climate alone, which in my opinion is a
of great cruelty and injustice.

I am Sir

Your Obedient
Humble Servant
Commander

Commodore M. C. Perry
Commanding U.S. Naval Forces
Eastern Coast of Africa

Copy

450

US Ship Preble
Porto Praya 10th Feb 1825

Sir

In obedience to your order of the 8th instant, I have the honor to submit the following statement of facts relative to precautionary order and measures observed on board this ship to prevent the introduction of contagious diseases &c,

About the time of leaving this Port for Bissao, General Order No 1 was read to Officers and crew, and that part relating (to) sleeping upon watch &c was interpreted by Captain Freelon, to refer to men stationed upon the lookouts.

On our passage up the river Leba orders were issued for the crew to dress in flannel at all times, and in P or round Jackets at night. Officers of the deck and divisions were required to report all who failed to comply with this order, and in consequence one man (the only offender) was punished by Capt Freelon.

On our passage up the river our iron works were scraped, red leaded and painted, positive orders were issued at the time and I understood they emanated from the Capt. for the crew to scrape only on the shady side of the ship. The Kroomen scraped in the Sun.

On our arrival at Bissao the guns were scraped red leaded and painted under

under awnings, The ship was also painted inside and out, and precautionary orders issued as in scraping iron works while coming up the River. The first Lieutenant superintended this work and of course the watch Officers had nothing to do with the time of day at which to commence or leave off painting, If I mistake not, I heard Doctor Kellogg complain of the exposure of men employed outside of the ship at this time.

The launch left the ship for the protection of the garrison two or three times after dark but never except under my charge, I always took with me either Midn Austin, Brown or Masters Mate Moore, sometimes one or two together, sometimes all three.

Neither of these Officers or myself have had the fever yet, and but one other excepting the forward Officers have escaped.

During, in stay at Bissao the crew were allowed to sleep on deck under boom cover and top gallt Forecastle, If they slept any where else on deck it was in violation of the orders of the ship

Gunning was allowed at Bissao but availing myself of the right of silence in certain cases I beg leave to refrain from particulars

I have the honor to be
Very Respectfully
Your Obdt Servt
signed C. W. Pickering

Commodore M. C. Perry.
Commander in Chief of
the U. S. Naval Forces on the
West Coast of Africa

Copy

HMS Tejo Bissau
Port Praya 9th Feb 1873

Sir

In compliance with your verbal order of to day, I respectfully make the following Statement.

On the Sunday subsequent to the departure of the Pauble from this port for Bissáo, your order relative to the sanatory regulations of the Squadron (Gen Order No 1) was read to the Officers and Crew assembled on the quarter deck. After the reading of the order, Commander Fiveleon stated that he considered the order only applicable to the sleeping of the men on their berths, and not to their sleeping generally upon their watch.

Some days after the reading of the order, the men slept on their watches about the deck, until a few days after we had been moored off Bissao, when an order was issued that they should only be permitted to sleep under the housed boom awning, whilst at Bissao boats did have the ships to assist the garrison after the hour mentioned in the above order, also to the influence [redacted] his painting ship[redacted] place, and that the ports were not closed during the night, until the paint became dry upon the guns.

I think it necessary to state that I have mentioned the considerations placed on your orders relative to sleeping on watch

by Commanders Fleurieu, to absolve myself from all imputations of neglect of duty as an Naval Officer,

I am very respectfully
Your obedient Servant
signed, Wm Taylor Lewis
Lt Navy.

Com. M. C. Perry
Comdg Naval Forces
West Coast of Africa.

Copy

U S Ship Preble
Porto Praya February 10th 1845

Sir

In obedience to your order of the 8th inst I have the honor to make the following statements, while anchored off the town of Bissao, I have repeatedly seen the men sleeping on deck and on the top gallant forecastle, exposed to the night air. The boom cover spread on the main deck and the forecastle awning were but an inadequate protection to the men thus sleeping, from the fresh land breezes at night laden with miasma and poisonous exhalations from the extensive source of such on the banks of the river.

Mr W. A. Henry and Mr J. M. Smith Midn slept on deck repeatedly in the most careless manner, and they were the only officers whom we were so unfortunate as to lose.

Many of the men were exposed in painting ship, subjected as they necessarily were either to the direct or reflected rays of a tropical sun.

From my position as Junior Medical Officer, I may state, that I am ignorant of any sanatory rules having been promulgated, further than an order for the men to wear thin pea jackets after sunset, and an order against the men sleeping on deck read at muster on the first ~~Sunday after leaving Port Praya~~ for Bissao, which was construed to this effect, "that any man who would be found sleeping on his lookout would be punished

to the utmost severity of the laws.

I have the honor to be
Your Obedient Servant
(Signed) Jas Hamilton
Ass't Surgeon

Commodore M. C. Perry.
Commanding the Chief
Naval Forces
& Coast of Africa

Copy

HMS Ship Pebble
Porto Praya February 10th 1808

Sir

I received the following orders as
Officer of the week while this Ship was at
Byfleur.

Quarter Watches to be kept on deck.
While painting Ship &c. to be kept on the
shade to paint.
At Sunset ports to be shut into the gangways
except while painting &c.
Boom awns to be spread at Sunset and
no man to sleep on deck except under it,
Awnings to be spread in boats. The date
of the above orders I do not recollect,
but that they were given from time to
time while lying at Byfleur.

In regard to the General Order from
Comm.r Perry read by you on the Quarter
deck, I understood you to say that you
considered it as referring to men on their
lookouts, therefore you should pursuits to the
extent of the law a man found asleep
on his lookout.

I am very respectfully
Sir Your Obedt Servt
(Signed) G. V. Fox
Acty Master

To Comm.r P. H. Poulton
HMS Ship Pebble
Porto Praya.

"Bypass"

U.S.S. Rio Grande
Port Praya. Island of St. Iago
February 10th 1865

Sir

In compliance with your request of the 9th inst, that I would inform you in writing whether or not I recollect that during the time this refuel was being as Bylaw, the order being purposed that the men should not be allowed to sleep anywhere upon deck except under the Hoop frame, & Forecastle and Booms over, and also the order that the Ports should be closed every evening at Sunset - I have to state, in relation to the former, that such order was refused, as to the latter I am not very positive, but it is my firm belief that such order was given, but not carried into Effect for several days after the painting of the guns, which took place shortly after our arrival at Bylaw.

I am Sir

Very respectfully
Your Obdt Servt
(signed) Jno H. Moore
Capt Lt Rodskijöman
U.S.N.

To
Commdr
Geo. H. Preble
Commdg U.S.S. Rio Grande
Port Praya

Copy

4 4

US Ship Erie
Port Praya Feb 9th 1855

Sir

In compliance with your verbal order of this morning; to state to you if any what General Orders of the Squadron have been violated on board the US Ship Preble during her late passage to and detention at Bissao, I have the honor to state,

That the day after she sailed from here, Commander Freelon reads to the crew when at muster, Order No 1, and remarked that the Commodore could not have meant it to apply to the men on deck, but to the lookouts, and he warned them, if any of the lookouts were found asleep they should be severely punished.

That, while the ship was detained at Bissao, hunting parties were permitted by Commander Freelon to be absent from the Ship until sun set, on one occasion they did not get alongside until dark, The boat on these expeditions was manned by Kroomen,

That the Launch was on two occasions sent from the Ship (on service) at night on one of which, if not on both, she did not return until after daylight,

That a Quarter watch being kept during the whole time at Bissao, the men slept on deck under the awnings and boom covers.

That to my knowledge no vessel

I am directed, and do further express on behalf of the Board, (and as from her no satisfactory answer was obtained,) although a number of days and the attendance of the Board on the Agent of the Owners.

The above facts Sir, without Entering into a detail of the circumstances, are all that refer to the violation of the General Orders of the Squadron.

I have the honor Sir to be
very respectfully
Your Obt Servt
(Signed) James F. Shubrick
Lieut

Comm°. U. C. Perry
Present

A A.

Ans

U.S. Ship Macedonian
Port Praya. February 8th 1835

Sir

I have received and perused with much pain the correspondence between yourself and Pass^d Assist Surgeon Kellogg, and after giving it such consideration as time will allow, have come to the conclusion that the necessity of sending the Preble immediately to sea for the reestablishment of the health of the Officers and crew, and considering also the employment of most of the commissioned Officers at present hereon special service of surveys &c, it will be impracticable to institute at this time a legal investigation into the subject embraced in your letter and those of Doctor Kellogg.

I have therefore come to the conclusion to request of you and Dr Kellogg any further written explanation you may have to make in the premises.

And in order that I may give to the Lieutenants of the Preble an opportunity of making any explanation they may desire, I shall send for them and inform them of the arrangement proposed, and require of them written statements.

I am Respfly
Your Obedt Servt
(Signed) M. C. Perry
Commanding Ustaval Forces, Western Coast of Spice

Commander T. W. Freelon
Commanding U.S. Ship Preble
Port Praya

No 91 (Hon Sec'y)

U S Ship Macedonian
Port Praya February 18th 1845

Sir

I transmit to the Department a drawing and description of a burial place prepared at Porto Grande under my superintendence for the interment of those who unfortunately died on board the Preble, and I take the occasion to state that a plot of ground for a similar object has been given in fee by the Authorities of this Island.

Money for the erection of a neat and substantial stone wall seven feet high, by which the plot is to be enclosed, and for grading and ornamenting the grounds has been subscribed by the Officers and men of the Squadron, and the work is already in considerable progress. A sketch of this second place of interment, and copies of all the papers connected with the undertaking will be forwarded to the Department on the arrival of this ship in the United States.

It will be seen by reference to the accompanying papers marked "A" & "B", that provision has and will be made for the decent interment of all Sailors who may die on board of vessels in this and the neighboring harbour of Porto Grande,

Honble John Y. Mason.
Secretary of the Navy
Washington D.C.

as, as in those bodies, from the religious scruples of the Roman Catholic Priesthood, are excluded from consecrated grounds. - In this we the dawn spirit of intolerance will not prevail, and the remains of the Protestant and Catholic, the Jew and Gentile will be laid side by side together.

I may remark that in the laying out and completion of the Burial Place at Port Grande the government contributed nothing but the payment of a small bill amounting to the salaries for putting up a low wall to protect the graves from the washes of the torrents during the Rainy seasons a necessary precaution, also a small quantity of lumber from the ship.

The greater part of the labor and expense was borne by private subscriptions as the entire cost of the burial place here will be paid by the Officers and men of the first and second Squadrons.

I have the honor to be
very respectfully
Your Obd't Serv't.

H. C. Perry

Commanding U.S. Naval Forces
Western Coast of Africa

P67 May 2 &

Translation. Certificate

Consular Service of the
United States of America

Province of the Cape de Verde Islands

I, [illegible], Vice Consul of the United States of America, residing in the City of Praia, Island of Santiago, Province of the Cape de Verde Islands, do hereby certify that the annexed document, consisting of [illegible] pages, is a true and faithful translation into English of a certain [illegible] in the Portuguese language, and that I am well acquainted with both languages.

In testimony whereof I have hereunto set my hand and affixed my official seal, this [illegible] day of [illegible] in the year of our Lord one thousand nine hundred and [illegible].

[illegible]

U.S. Consular Agent

of the United States

for the Cape de Verde Islands

U.S. Ship Macedonian
Port Grayson Februy 21st 1825

Sir

The arrival at this Port of the Commodore Skinner's bearing a blue broad pendant renders me embarassment, as according to the last General Order of the Department known to me, it is directed, that there shall be but one broad pendant displayed at a time in one Port, and that shall be of blue color, unless in the Senior Officer afloat,

My embarassment proceeded from the necessity of unbracing to Commodore Skinner the propriety of striking his pendant, or informing him of the order, and this was done in a delicate manner, I trust, satisfactory manner to him, but I was fully aware of the misrepresentations always produced by the striking of a broad pendant when once displayed, in all the public communications of a Cruize, and especially if it is to be done at the Port of Rendezvous of the Squadron which a Commodore is to Command, but which Command has not yet been transferred to him,

Commodore Skinner expressed his regret that he had hoisted a broad pendant, and offered to strike it, but to this I objected, for reason that the change might produce

Hon.ble John Y. Mason
Secretary of the Navy
Washington D.C.

,

Re Regulations
of April 10, 1916

P 342 Mar 31 Hol

U.S. Ship Macedonian
Port Praya February 20th 1844

Sir

The Commissions of Lieutenant C.K. Perry Rodgers has been sent to this Squadron by mistake, and as it is presumed, intended to the Department.

Lt Rodgers is I believe attached to the Frigate Cumberland.

I have the honor
to be very respectfully
your obt servt

M C Perry

Hon.ble John P. Mason
Secretary of the Navy
Washington D.C.

Lt Rudyard reports in the Legislative Council that he has
by Punjab Police
22nd May 1915

P34/ Mar 31

U.S. Ship Macedonian
Port Praya. Feby 20th 1845

Sir

I have the honor to report that in obedience to instructions, I this day transferred the Command of the U.S. African Squadron to Thos. wm Conover Charles H. Skinner.

I do now as soon as circumstances will permit return to the United States; I shall call for dispatches by the way of the West Indias Islands, as authorized by the Department.

I have determined the Erie has changed the hope of having the Store Keepers returned in time to enable my self, and to give Commodore Skinner an opportunity of forwarding his dispatches for the Department.

I have the honor to be
very Respectfully
Your Obt Servt
C. P. Perry

Hon'ble John P. Mahon
Secretary of the Navy
Washington D.C.

P 355 Mar 31 H

P 68 May 2 Hom

A.

U.S. Ship Macedonian
At Sea Off St Iago. Cape de Verdes
November 25th 1854

Sir

I have the honor to enclose herewith a manuscript copy of a statement which has appeared in the American newspapers over the signature of P.C. Dumas, and would respectfully ask of you the favor of such information as may be in your possession in reference to the boarding and examination of the "Cyrus" by H.B.M. Brig "Alert", and of the subsequent movements of the first named vessel.

From a newspaper account of this kind I can form no correct opinion as to the truth or falsity of the statement of Mr Dumas, and for this reason, refer the matter in the most candid manner to you. being satisfied you will agree with me that such reports if left unanswered, or unexplained, are calculated to give rise to misconception, and to engender unfriendly feeling where it is desirable none should exist.

The enquiry is moreover due as well to the elucidation of the truth, as in justice to Commander Dusanguet, against whom this is not the first complaint that has been made of singular conduct in regards to the American flag.

I am the more desirous of thoroughly sifting this matter as from other information in my possession I strongly suspect that the Cyrus though originally an American vessel, had passed into foreign hands, and consequently had no claim to the protection of the American flag.

"From the information which I may hope
to receive from you it is possible that a clue may
be found by which to trace out the true history of
this vessel.

With assurances of my Respect & Esteem
I am Sir

Most Respectfully
Your Obdt Servt.
(Signed) M. C. Perry.
Commander in Chief
United States Naval Forces
Western Coast of Africa

Commodore William Jones
Commanding Her Britannic Majestys Naval Forces
Western Coast of Africa

Copy

B

United States Ship Macedonian
At Sea. January 6th 1815

Sir

Since the date of my letter of the 25th of November last, referring to the alleged Extraordinary proceedings of Commander Belanguet, of Her Majesty's Brig Alert, in boarding the American Brig Cyrus, I have received from my Government two papers, of which copies marked A and B are enclosed.

My former communication was based, as it purported to be, on a newspaper account, which sanctioned on my part merely a friendly request that you would favor me with such information as would enable me to ascertain the truth or falsity of the report, but the subject having in the accompanying papers been formally brought to my official attention, it becomes my duty to address you again, and in greater earnestness.

I feel more sensibly the propriety of a perfect understanding in this matter, as the inviolability of the American Flag on this Station has in a measure been entrusted to the faithful guardianship of the Squadron under my Command.

Ships of War have always a corrective at hand in case of insult, but Solitary unarmed Merchant Vessels upon the High Seas can have no instant redress against the aggressions of an armed force.

Without a word as to the correctness or incorrectness of the enclosed written Statement

of Captain Dumas. (a point yet to be determined by investigation) it appears to be generally understood, that Commander Bosanquet, while cruizing upon the Coast of Africa, in command of one of Her Britannic Majesty's vessels of war, and by order of the territorial jurisdiction of the British Govern did forcibly enter on board a Brig called the Cyrus, she having at the time the American Flag displayed, that the said Brig Cyrus had regularly cleared with an American register and other necessary documents from the Port of New Orleans for Havanna, and thence sailed for the Coast of Africa,

If, as it may be alleged, this vessel had been sold to Slave Dealers to be employed in transporting Slaves from the Coast, she could no longer rightfully claim protection of the American Flag, and Commander Bosanquet committed no trespass upon the rights of the United States in boarding her.

Captain Dumas and his crew in remaining on board the Cyrus after such transfer, unquestionably identified themselves directly with the Slave dealing party, and consequently became violators of a very severe penal law of the United States. but is it probable that Dumas would have preferred so grave a charge against Commander Bosanquet if he himself had been thus openly guilty of a crime which is made capital by the Statutes of his country.?

If then the Cyrus had not passed into foreign hands, and still remained bona fide an American vessel, whatever suspicions Commander Bosanquet may have entertained of her character, he would claim no right to visit her, without permission

of her Master, and in giving on boards of her in the manner represented by Captain Dumas, he has committed an outrage upon an American vessel for which, if satisfactorily proved, I feel confident he will be held accountable.

As illustrative of the opinion held by me in regards to the assumed right of visiting merchant vessels upon the High Seas I take leave to insert here, an extract from a communication addressed by me to your predecessor, under date of March 4th last.

"But apart from this, I maintain that "vessels of war, other than those of the United "States, have no authority in time of peace "to detain, search or visit American vessels "when met with beyond the territorial jurisdiction "of the nation to which the foreign Cruizer belongs, "and if on suspicion that a vessel so met "with has unauthorizedly displayed the American "flag, she is detained and visited, and on exami "nation, she proves to be bona fide American, "the Cruizer so detaining her has (unless there "may be strong grounds of suspicion of piracy) "clearly infringed a national right of the United "States".

And to show that every precaution has been adopted to prevent collision, I also inclose extracts from my General Orders addressed to the Commanding Officers of vessels under my Command, the tenor and substance of which were verbally communicated by me to Commodore Foote.

General Order August 1st. 1858.

"I enclose herewith General Instructions

"by which you are to be governed while employ
"in Commands of a US Vessel on the African Statio
"These instructions form a part of
"those addressed to me for my Government b
"the Honble Secretary of the Navy, and I pref
"to adopt them as being infinitely more lucid
"and comprehensive than any I could prepa
"It is only necessary for me to add, that
"under no circumstances are you to permit
"without resistance to the Extent of your means
"any foreign vessel of war, of whatever force or
"nation, in the Exercise of any assumed right
"of search or visitation, to board in your presence
"(you having first forbidden it,) any vessel having
"the American Flag displayed. But you are to use
"every vigilance in examining with your own Officers
"the vessel so displaying the American Flag, and if
"it shall be found that she has unauthorizedly
"hoisted such Flag, you will, if there be no cause
"for her detention by yourself, immediately give
"notice to any vessel of war in sight, that she the vessel
"examined by you has no rightful claim to your
"interference or protection."

"And while thus maintaining inviolate
"the American Flag I hardly need enjoin upon
"you the propriety of exercising towards all vessels
"whether armed or otherwise, the utmost suavity of
"deportment, never to detain American vessels,
"those only you are authorized to detain longer
"than is necessary to their examination, and to
"instruct the boarding Officer (always to be either
"the 1st or 2nd Lieutenant of your vessel to conciliate
"by politeness & tenders of service the friendly respect
"of all of any nation with whom you or they may

lar intercourse"

Extract from Gen[l] Order July 21st 1828

"Herewith is enclosed a copy of a communication
"of Captain John Foote, Senior Officer of Her
"Britannic Majestys Naval Forces on the West-
"Coast of Africa, in which he "enjoins upon all"
"Captains, Commanders and Commanding "
"Officers under his Command, to use their best"
"endeavors to create a feeling of courtesy and"
"friendship towards the Officers of the American"
"Squadron when they may be in company with"
"each other"

"In the same spirit and with a like desire to foster
"a friendly intercourse with the Officers of Her Majesty's
"Navy, as well as with those of other powers known
"on the African Station, I have to request the Officers
"of the American Squadron studiously to endeavor
"not to be outdone in those courteous interchanges of
"civilities which are alike honorable to all parties."

Extract from Gen[l] Order, November 24th 1828

"It will be understood that as vessels of war
"do not claim the right to detain & board any other
"than vessels known to be American, or those
"displaying the American Flag, Though for purposes
"of intelligence foreign vessels should be spoken
"and visited as provided in the latter case there
"may be no objection interposed by the Masters
"of said vessels, and to ascertain this permission
"should be asked either by trumpet from the ship
"or by the Officer commanding the boat when he
"arrives alongside; and whether granted or not the
"boarding officer must to exhibit any unfriendly
"feeling.

General Brown. March 3rd 1834

"I have to direct that when boats of this Squadron
are sent alongside of Merchant vessels or Steamers
"that the Midshipmen and men composing the
"crews of such boats be not permitted to leave
"their boats unless in case of extreme necessity, and
"that the Boarding Lieutenant shall be as expeditious
as possible in effecting the object of his visit", ——

I am perfectly aware that common courtesy
as well as the usages of the seas enjoin upon every
Commander of a vessel to respond to any signal or manoeu-
-vre of another vessel met at Sea, (excepting those of a
suspicious character,) in facilitating by heaving to
or changing course. the accomplishment of any one
manifested by the other vessel to communicate, as
it cannot be known whether such vessel may not
be in distress or in want of assistance, or if a ship
of war, that she may not desire to furnish or receive
important intelligence,

It rarely occurs that Masters of Merchant
vessels refuse to leave to or object to receive in a suitable
manner a visiting Officer, if permission is asked to
go on boards, and a civil bearing observed by such Officer

And here I take occasion to remark that
in my opinion, Captain Dumas according to his
own account, exhibited an inexcusable degree of
unmanliness on the occasion of an application to
visit the Cyrus by an Officer of Her Majesty's
Brig Heroine on the 15th of April 1833, nor can I
refrain from condemning the style of his letter,
which would as have lost nothing of its claim to notice
if couched in more courteous language. ——

The Officers of my Command have
with which they may communicate
invariably orders to offer services to all Merchant Vessels

without regards to Flag. It is only within a few
days that this Ship has assisted two English vessels
by the gratuitous employment of her Mechanics,
One of these put into Port Praya in a leaky condition
the other the Schooner Princess Royal, by name
Master, was spoken off the Islands of Iago, having
been very much shattered in a gale. in the English
Channel, and knowing as I did that prompt assis-
tance could not be had at Port Praya, I directed
the Macedonian to accompany her into Port
and a party of the Ships Mechanics were employed
three days in refitting her.

These trifling services are not mentioned
as deserving the least merit, because they were
simple acts of national amity, and the pleasure
of performing them belonged to myself & Officers,
they are merely noticed in proof of the desire
we all entertain of preserving a mutual good
understanding and harmonious cooperation.

This feeling I am confident is likewise
cherished by yourself, the services rendered to
the Decatur by the Penelope, under your immediate
Commands, as represented to me by Commander
Abbot, and the general friendly intercourse of
the Officers of the two Squadrons confirm such
opinion. I trust that nothing will occur
sufficiently serious to mar this good understanding,
I can safely say that it is the strong desire of my
Government that the utmost harmony should
prevail, however particular it may be not
to tolerate the slightest approaches on the part of any

interference whatever with the rights of the American flag.

With Great Respect
I have the honor to be
Your Obedient Servt
(signed) M. C. Perry
Commander in Chief
United States Naval Forces
Western Coast of Africa

Commodore Williams Jones.
Commanding Her Britannic Majesty's
Naval Forces on Western Coast of Africa

C

Her Britannic Majestys Steam Ship "Penelope"
Off St Vincent, "Cape de Verdes" 5th January 1845.

Sir

I have the honor to acknowledge the receipt of your letter of the 25th November 1844. with its enclosure, being a copy of a newspaper statement respecting a transaction in which Her Majestys Sloop "Sterl" was engaged in the beginning of last June, with a vessel called the "Cyrus", which was then sailing under the colours of the United States.

I have to thank you Sir, for the courtesy of your communication upon this subject and for the frank and cordial spirit in which you have afforded me an opportunity of giving you the information which I possess relating to the incident in question. In the same spirit of sincere amity which is expressly enjoined by my Government, and is the natural fruit of the Treaty which binds us in a common object of humanity, I hasten to communicate to you not only such Official details as have reached me respecting the Slave Trading vessel the "Cyrus," but also extracts from the several instructions issued by me to the detached cruizers under my orders, From these latter documents you will perceive the earnestness with which I have instructed our cruizers so as to guard against giving any just grounds of complaint against their proceedings;

I am happy to say that I have been so far successful, that not a single complaint has reached me since I assumed this Command from any of the worthy and respectable

American citizens who frequent this coast in the pursuit of an extensive and lucrative commerce. The case of the "Cyrus" is, in my opinion, not an exception. For, I am persuaded that the real character of the vessel will appear to you Sir as it does to me, so clearly established by the documents which I now send you, that you can have no remaining doubt that this vessel was throughout the transaction in question fraudulently displaying American colours, and attempting to cover her lawless proceedings by basely abusing the Flag of your country.

As to the statement furnished by M. Dumas to the Newspapers, I agree with you Sir that "no correct opinion as to the truth" can be drawn from such a source. I believe it to be a tissue of gross misrepresentations from beginning to end. His theatrical account of his own insolence and display on the occasion may be calculated for a standard which is assuredly neither American nor British; and is not calculated to find credit with you, or with me. What is plain, and unquestionable is proved by the previous history of the vessel, and by the fact of her being filled with slaves and captured within four days of the date of the "Alerts" visit, that the "Cyrus" was a vessel engaged in the slave trade, and that this Frenchman M. Dumas thought to improve his speculation in the business by tempting as far as he could the British Officer to exceed the limits which a fair and legitimate trader might have invoked for his protection.

With respect to Commander Bosanquet's conduct in this affair, it has not met with my

in his appointment. I have duly received the Letter under the seal of the Order which I shall keep as a memorial of the confidence reposed in me by the Society. I shall endeavour to discharge the duties of my office with fidelity and honour, and to approve myself worthy of the trust reposed in me by the Society.

I am, Sir, Your most obedient Servant

Geo. Washington

Sir Edward Newenham Bart.

want of success in an object which I have so sincerely at heart, but if unhappily, such a case should occur, I can only repeat, that any Officer under my orders so offending, will do so at his peril, and will take the consequences of his conduct, while every American Citizen may be assured of just redress and reparation for injury sustained at our hands.

I have the honor to be
Sir
Your most Obedient
humble Servant

Signed W. Jones. { Commodore and Senior Officer Commanding the British Squadron employed on the West Coast of Africa

Commodore M. C. Perry
Commander in Chief
of the United States Naval Forces
on the West Coast of Africa

Copy
Copy

Extracts of a Letter from Commander C. J. Bosanquet of Her Majesty's Sloop "Flert" to Commodore William Jones. dated 12th June 1844

(Signed) W. Jones. Commodore.

Sir

"I beg to inform you that on the 2nd June" "I found two Brigantines under American Colors" "lying in "Kabenda Bay," one of them the "Agnes" of "Brandywine" was lying with a clean swept hold," "and stated that she was going to sail for "America" "in ballast, the other the "Cyrus" of "New Orleans," I" "had information was immediately going to take" "Slaves to the Island of Cuba: on my visiting her," "the master a Native of "Bordeaux", refused to" "shew any papers, and after repeatedly requesting" "them of him, I proceeded to search the vessel," "when I found the hold completely stowed with" "large casks full of water, and firewood, leaving" "only room on the top of them for a "Slave Deck", "The only papers I could find were the Register" "and three incomplete and irregular lists of" "the Crew, and a small journal kept by the" "master."

"This vessel sailed direct from "New Orleans" to the "Havanah", where she discharged all her Crew with the exception of one man, and entered a new Crew chiefly Spaniards, and took on board a Spanish Supercargo and a Spanish passenger, entering into an agreement that for a certain sum the "Cyrus" was to receive on board any sort or quantity of cargo the vessel would carry, leaving only room for the Crew and proceed direct for "Kabenda". and there wait

"[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

"I fear that the increase of our Squadrons will be"
"found quite inadequate to decrease the "Slave Trade",
"as long as American vessels can carry it on openly"
"without punishment, as they keep the American"
"Flag flying after they have all the Slave"
"Equipments on board, and until the moment"
"of sailing with the Slaves, when they either"
"remove the Flag and papers from the vessel,"
"or destroy them at the time of capture".

(Signed) C. S. Bosanquet
Commander

I do hereby further certify that the within named Seamen, to say Wm Colebrook Peter Henderson, John Farley, C Franklin, C Clark, A Benter C Carbo who compose the company of the before mentioned Brig whereof Dumas is at present Master have produced to me proof in the manner directed in the Act, "entitled an act for the relief and protection of American Seaman" and pursuant to the ~~said Act and to the Act Supplementary to the Act concerning~~ Consuls, Vice Consuls and for the further protection of American Seamen. I do hereby certify that the said Wm Colebrook P Henderson / Clark / Franklin. A Benter are Citizens of the United States of America

Given under my hand and Seal of Office this 16th day of December 1823

(signed) C Baguy
Vl

Copy (Signed) C. J. Bosanquet

Copy

One hundred and nineteen Copy Permanent.
118

In pursuance of an Act of the Congress of the United States of America entitled an Act concerning the registering and recording of Ships or vessels P.C. Dumas of the City of New Orleans, State of Louisiana having taken or subscribed the oath required by the said Act, and having sworn that he is the true and only owner of the Ship or vessel called the "Cyrus" of New Orleans, whereof he P.C. Dumas is at present master, and is a citizen of the United States as he hath sworn, and that the said Ship or vessel was built at Salisbury in the State of Massachusetts in the year 1836, as per Bill of sale now deposited in this Office, certified by Robert B Campbell, U.S. Consul at Havanah, now on file in this Office, this vessel was formerly a Schooner, since sold altered to a Brig.

And said Bill of sale having certified that the said Ship or vessel has one deck and two masts, and that her length is sixty nine feet one inch, her breadth twenty feet one inch, her depth nine feet three inches, and that she measures one hundred and twelve and 4/95th Tons, that she is a Brig, has a square stern and no figure head.

And the said P.C. Dumas having agreed to the description and admeasurement above specified, and sufficient security having been given according to the said Act, the said Brig has been duly registered at the Port of New Orleans.

Given under our hand and seal at the Port of New Orleans this 9th ninth day of December in the year One thousand eight hundred and forty three.

Copy [illegible]
Commander

"Copy"
Registry P. Sexangue.

United States of America
State of Louisiana, City of New Orleans,

Be it known that this day before me Charles Pollock, a Notary Public in
for this City and Parish of New Orleans duly Commissioned and Sworn, personally came and appeared
Pierre Chirl Dumas, a Citizen of these United States residing in this City, Sole Owner and Master of the Ves
Brig Cygnus of New Orleans, which appears declared that such vessel being heretofore rigged as a Schoo
has recently been altered in this Port into a Brig, and that in consequence of such alteration he has
compelled in compliance with the laws of these United States, entitled an Act for the Registry
recording of Ships or Vessels, to take out and obtain for said vessel from the Collector of this Port, a
Register, which has been issued to her by the latter at this Port under the number One hundred and
bearing date the 9th December inst.

And whereas for the obtaining of the said Register, Jean Marial Sapeyre
Merchant has become surety and bound together with him this appearer, unto these United States in the sum
required in such cases agreeable to Act of Congress, which bond dated the 9th Inst has been subscribed by them
for the sum of Eight hundred Dollars.

Now therefore in order to secure and indemnify the said J.M. Sapeyre against
the payment of all losses, costs, charges and damages and liabilities to which according to the laws of this United
States in case may be made subject, or which may accrue or result unto the latter by reason of his having
bound himself or by the said Bond, He the said Pierre Chirl Dumas does by these presents specially mortgage
make subject and engage unto and in favor of him the said Jean Marial Sapeyre present and future property
the said Brig Cygnus, her tackle apparel and furniture so to remain mortgaged until the said Sapeyre
shall be fully released from all responsibility whatsoever for or on account of the said Bond.

The final surrender of the within Register to any Competent Authority of the
United States, shall ipso facto operate the cancelling of this Mortgage. And the appearer personally appeared
Bernard Ruan of the City of Havanah and Island of Cuba Merchant who having taken knowledge
of the foregoing act declared that he hereby binds and obliges himself en solido with the said Pierre Chirl
Dumas to the said J.M. Sapeyre at all times hereafter to keep harmless and indemnify the latter of
all liabilities, costs, charges, and damages which shall or may occur or befall to him by reason of said
Bond, and reimburse to him all losses, costs and damages which he shall or may sustain in consequence of
his becoming Surety of the said P.C. Dumas on said Bond.

In witness whereof the said parties have hereunto signed their names in presence of Achille Chiapella
Herman Lucas, witnesses who have also signed their names as such.

I grant these presents under my Signature and the impress of my Seal of Office at New Orleans this 9th day of
December in the year of our Lord one thousand eight hundred and forty three.

Signed A Chiapella — Signed Charles Pollock — Signed P.C. Dumas
" H. Lucas — Notary — " J.M. Sapeyre
" Bde Ruan

(s) H. Jones Commodore

The undersigned, Jeremiah [illegible] Ca[illegible] of
native of the Cove of Cork, Ireland, appeared
personally before John Randall, Esq. Her
Britannic Majesty's Consul, declared that
[redacted] [illegible] [illegible] [illegible]
[redacted] at the Havana [illegible]
the belief that the said vessel was truly an
American vessel, as she was represented to
be, having the American Flag flying, and the
Captain requiring articles to be signed, which
this deponent understood had the requisite
of the American Consul at Havannah, and
that the said vessel was bound upon a
legal voyage, the Captain stating and the
Articles expressing, that the vessel was bound
upon a trading voyage along the Coast of Africa.

This deponent states that before the vessel
sailed from Havannah, he was on board two
days, and after getting out to sea a short
distance beyond the Port, a large Boy was
put on board, from a rowing boat, which
was kept upon the deck; upon enquiry and
examination this deponent found it to
contain Boilers, and he then began to suspect
that matters were not as they had been
represented. The vessel continued to have a
fair wind for some days, when a gale of
wind came on, which lasted two days and
two nights, during which time this deponent
heard some conversations between the Captain
and mate, that his voyage was for slaves;
that he was to land his cargo at Cabinda, take
in water, and provisions, and to make a few
alterations, and then to start with his return

cargo of Slaves, for Havannah, or to the States the reason of keeping the boy containing the Boilers on the deck of the vessel, was to have it ready to throw overboard, if searched by an English man of [redacted] loaded with Rum, Mi[redacted] Cutlery &c.

The Crew consisted of the Captain, who had an American protection, but who was a Spaniard, and had been for some time engaged in the Slave Trade. The mate, an American of the name of Wheeler, and six hands before the mast, a Sweed, a Dutchman and two Danes, an American, and he this deponent. There were also six passengers on board, four Spaniards, who messed with the Captain, and two Black men, one of the latter was a Cooper, and the other worked with the cook.

When the vessel approached the Cape de Verd Islands, it was stated, that the Rats had eaten the casks, and caused nearly all the water to be lost; it was then decided to run for Porto Praia, St Iago, which was entered with caution, as it was afterwards declared, that if an English man of war had been found at anchor, they would have borne away. The vessel anchored, and this deponent availed himself of the first opportunity to get away, which he did in about a week after her arrival. The vessel hoisted the American Flag in port, as she did when she left Havannah, the vessel also took in about thirty or forty boards and planks, as also water, and refreshments. In fact the vessel landed fifteen pipes containing

Rum, and wine, to pay the expenses incurred ashore. The Captain reported himself to the American Consul upon his arrival, and transacted all his business with him.

[redacted]

was anything but a Spaniard, as the Captain himself told the mate (Wheeler) that the vessel had been bought in Havannah, and that he was a Spaniard, and this intelligence the mate freely communicated to the crew. Conversations was also heard between the Passengers and Captain, which made the fact more clear.

At Porto Praia it was well known to all the people that the "Syrus" was a Slaver, as the first question put to this deponent, upon his coming ashore, was, do you come ashore from the Slaver in the Harbour? referring to the vessel he had left.

The mate, Wheeler, also quitted the "Syrus" at Porto Praia, and left in the Barque "Gentleman" for New York.

During the time the "Syrus" was at Porto Praia, no visits were made on board, any of the Authorities, in the way of Search, nor did the American Consul come on board, but there were always two guards from the Custom House, who must have observed the Boilers in the Box upon the Deck.

The rate of wages to a common Seaman, as appeared by the Articles was twenty Spanish dollars, per month.

The Spanish passengers, were seaparing men, and was, no doubt, to be used as Officers upon the return of the vessel with slaves.

Witnesses to the inquiry

[redacted]

made before me this day, as witness my hand this 26th December 1842.

signed

Jno Randall

H.B.M. Consul

Rec'd 1/18/Mr Jones. Commodore

Extract from a Letter from a British Naval Officer dated S Paul de Loando Angola 18th January 1843.

America has now vessels all over the Coast, and they generally sail in pairs, belonging to the same owner, and being all clipper, one is sold immediately on the cargo being disposed of. Off Whydah we fell in with the "Mary Pauline" Brig and "Herald" Schooner of Boston, and the Captain not only told me that he intended to sell the latter to the great Slave holder there, but wrote a note the following morning to beg that he might not be named, which document I gave myself to Captain Foote, Captain Hunt owned the vessels himself. Then at Cabinda I saw the Cyrus of Philadelphia, which vessel I had left at Port Praya, St Iago, the Captain having informed me that he was bound to the West Indies, whilst an English Seaman on board her assured me she had slave gear below, and would be at Cabinda in a month, which has now proved correct.

The American Squadron will I believe have no effect, and the Merchant Captains themselves laugh at the idea of any interference with them.

Copy 1

Extract of a letter from Commander John Hay of Her Majesty's Steam Vessel "Prometheus" to Commodore William Jones, dated September 1844

Signed Wm Jones Commodore

On the 13th September, Latitude 8° 18' South and Longitude 6° 46' East, I came up with the Brig "Monte Video", under American Colors, but as she did not exhibit either by her manoeuvres or appearance, any cause to consider her under false colors. I did not board her, but, I afterwards learned that she was a Spanish vessel and had slave fittings on board. On the 13th we chased and captured after eight hours run the Spanish Brigantine "San Pedro Marinero", having slave fittings &c on board. She had sailed about the same time with the former vessel "Monte Video" from "Trinidad de Cuba".

Signed John Hay
Commander

Copy.

Extracts of Orders given by Commodore William Jones. Senior Officer, Commanding Her Britannic Majesty's Squadron employed on the West Coast of Africa for the suppression of the Slave Trade to the respective Commanders of the British Cruizers.

(signed) H. Jones. Commodore

To Commander Francis Scott of the "Hyacinth" "Benguela Division"

15th May. 1844. "In the course of your Service on the Coast, you will bear in mind the standing and Special orders heretofore issued for the guidance of the Cruizers, and particularly request that in your intercourse with the Portuguese, French or other Foreigners, you will be upon your guard as not to give any reasonable ground of offence, or to harrass them with any unnecessary interruption of their lawful pursuits"

(signed) H. Jones.

To Commander C. J. Bosanquet of the "Alert" "Benguela Division".

15th June 1844. "In the course of your Service on the Coast, You will be governed by the standing and Special orders heretofore issued for the guidance of the Cruizers, And I must particularly to recommend to your attention, that in whatever intercourse you may find

"necessary with vessels under Portuguese,
"French or other Foreign colours, due care may
"be taken to avoid giving them just grounds
"of complaint, and that such vessels shall
"be harrassed or delayed as little as possible,
"in the exercise of legitimate pursuits".

(Signed) W. Jones.

Commander Henry Bagot of the "Wasp". "Rights of Benin and Biafra"

9th July 1824 "The great object of your
"cruizing is the suppression of Slave Trade.
"In the execution of this duty, You are to be
"very circumspect as to the legality and
"correctness of your proceedings, especially
"in your intercourse with Foreigners, such
"of these which you may fall in with as
"may belong to Powers who have conceded
"to us the ~~[illegible]~~ right of search, are to be
"examined with all the civility which is
"enjoined in the respective Slave papers,
"And with respect to those which may hoist
"the Flags of such States as have not conceded
"to us the right of reciprocal search, You
"will, where you may conceive strong grounds to
"suspect that they may be engaged in the
"Slave Trade, cause them to be visited in
"order to ascertain their nationality by an
"inspection of their papers; and the Officer
"employed in this duty is strictly to confine
"himself to that point, which if clearly
"proved, protects from our interference,
"vessels which may be actually engaged in

to Slave Trade. "But it must be distinctly understood, that vessels of all descriptions are to be boarded under the proper and prescribed forms. The Officers are to be in uniform, the boats with their colors displayed, and as few of the Boats to remain in them during the visit. Every care is to be taken to give no just grounds of complaint, as to the language or deportment of the Officers entrusted with this duty, and as generally, that no Foreigners whatever shall be harassed or annoyed in the exercise of lawful pursuits. In every case the detention is to be as short as possible, and its duration carefully recorded. The substance of this Clause is to be communicated to the Pilots under your orders for their guidance"

signed W. Jones

"To Commander Claude B. H. Buckle of the "Growler" "Sierra Leone Division"

13th Sept 1844. "In the performance of this Service you are yourself, and as all the Officers under your orders, to act with the utmost circumspection, so that in the Execution of your duty, no just or reasonable ground of complaint shall be given to Foreigners. As such vessels as may be met with sailing under the Flags of those Powers, which have by treaty conceded to us the Reciprocal right of search, are to be visited with all the civility & politeness

"the several slave papers of each of them respectively. And such vessels as may hoist the colors of those countries whose Governments have not agreed to a right of search, are only to be visited when strong grounds may appear for supposing that the colors shewn are false, and the said vessel engaged in the Slave Trade. In such cases vessels may lawfully be visited for the purpose of ascertaining their nationality, which if satisfactorily proved, will preclude all further interference on our part, even with vessels actually engaged in carrying slaves. And with respect to all Foreign vessels generally, it is my particular direction, that none shall be unnecessarily harrassed, detained or interrupted in their lawful pursuits. The Officers who may be employed to visit or examine them, are to be strictly enjoined to perform their duty with mildness and civility, and to omit none of the regular forms usual on such service. The Officers are to be in uniform, the Boats with their colors displayed, and the crews to remain quietly in them. It may be hoped that when the several Commanders are duly impressed with the necessity of attending strictly to the Instructions on this subject, and with the importance attached by our Government to their observance, no future cause of complaint will be given, for, I request you to make it distinctly known, that Officers who shall offend in this respect will be held responsible, and must expect to take all the consequences of their mis conduct."

(Signed) W Jones.

To Commander Sir William Daniell of the "Ringdove" "Benguela Division".

16th July 1844. "Within the above limits you "will cruize with all possible diligence for "the suppression of the Slave Trade. carefully "observing the various instructions relating to "that Service and the provisions of the several "Treaties, with the Powers from whom you hold "Slave papers. As to such foreign vessels "as you may meet with under the colours "of those countries which have not conceded "to us the reciprocal right of search, if you "have strong reason to suppose that the "colors shewn are false, you may lawfully "visit such vessels in order to ascertain "their nationality. And if that point "shall be clearly established from an "inspection of their papers, the visiting "Officer is to withdraw, such proof being "sufficient to protect from our interference "vessels engaged in the Slave Trade, even "though they may have slaves on board".

"With respect to all foreign vessels "generally, it is my particular direction "that the utmost care shall be taken to "guard against any just grounds of com-"plaint being given, and that Foreign "vessels are not to be harrassed, detained "or interrupted in the exercise of their "lawful pursuits, When it is necessary to "examine any vessel, the duty is to be "performed with mildness and civility, and "the usual forms on such service are to be

"carefully observed. The Officer is to be in uniform
"the colors of the boats employed, and as little
"men to remain in them during the visit, the
"duration of which is to be noted. Great
"complaints having heretofore addressed
"on this subject to our Government, which has
"enjoined the strictest conduct in all that
"relates to it in future, it is hoped that due
"attention will be given, as it must be clearly
"understood that Officers who may neglect
"these instructions, will be held responsible for
"their conduct".

Signed) R Jones

To Commander Arthur Morell of the
"Espoir" Congo Division

16th July 1844. "You will arrange with all
"diligence within the limits of your Station
"for the suppression of the Slave Trade,
"strictly observing the orders which You have
"already received, as well with respect to
"vessels under the Flags of those powers which
"have conceded to us the mutual right of search
"as the instructions relating to vessels under
"the colors of countries which have not entered into
"treaties with us which would justify their being
"detained under which can only be under circum-
=stances of grave suspicion be visited to ascertain
"their nationality".

"You will be careful to respect
"the Territorial Rights of Portugal so far as they
"are already recognized and established on

"the Coast of your Station, And it is my
"particular direction that with respect
"to the Portuguese especially, as well as
"Foreigners in General, their vessels are not to
"be unnecessarily harrassed, interrupted or
"detained when engaged in lawful pursuits."

(Signed) W Jones

To Commander R. J. W Dunlop of the "Star"
"Rights of Benin and Biafra"

23rd July 1844. "In the course of the Service in
"which you will be thus engaged, you are
"constantly to bear in mind the directions
"which you have heretofore received for
"your guidance, with respect to the Foreign
"Merchant vessels which you may fall in
"with, The strictest attention is to be paid
"to the instructions given for the regulation of
"the intercourse which our Cruizers may
"find necessary, as well with vessels belonging
"to the Powers which have entered into Treaties
"with us, as with those which shewing the colours of
"Countries whose Governments have not conceded
"to us the right of mutual search, may under
"circumstances of strong suspicion be lawfully
"visited in order to ascertain their nationality.
"But in every case the greatest care is to be
"taken that no Foreign vessel whatever shall
"have any just grounds of complaint, or be
"unnecessarily harrassed or detained whilst
"in the exercise of lawful pursuits"

(Signed) W. Jones.

To Commander Henry Layton of the "Cygnet." "Bights of Benin and Biafra".

5th August 1844 "Within those limits you will "cruize with all possible diligence for the sup-"pression of the Slave Trade, strictly observing "the instructions to that effect contained in "the volume of "Instructions for the guidance of "Naval Officers" on that service with which you "are supplied. The rules therein laid down "are to be most carefully followed in every respect. "More especially your constant attention will "be required in the intercourse which may be "necessary with vessels under Foreign Colours. "In regards to such as may be sailing under "the Flags of those powers with which we have "Treaties for the suppression of the Slave Trade, "the Officers under your orders are to be enjoined "to observe strictly the printed Instructions, and "in every part the stipulations contained in "the respective Slave papers. And as to such "vessels as you may meet with under circum-"stances which may induce you to believe them "to be engaged in the Slave Trade, which shall "hoist the colours of countries whose Governments "have not conceded to us the right of mutual search "they may be lawfully visited in order by an "inspection of their papers to ascertain their "nationality. But where that is clearly estab-"lished, no further examination or interference "on our part is to be permitted, even though "slaves be actually embarked in the vessel. "In every such case the visit is to be in all its

"circumstances carefully noted and enquired
"into, and do you, and the other Commanders
"of the Brigs under your Orders, are always
"to state fully the reasons which shall prevent
"their Vessels from expending the Powder
"grounds for suspecting her of slave Trading
"or harbouring false notions."

"And also to all Foreigners in general.
"They are to be always treated with civility
"and their Ships, and not to be hampered
"in their proceedings more than the Exigency
"of Particular Circumstances will absolutely
"require. With greater Attention
"Operations is to be exercised, and not to be frustrated
"in the Officers of your Division in the
"Execution of their duties, so that no just
"reasonable cause of Complaint may be
"afforded against the Brig and under your Orders.

Mayday to Jones.

"To Commander Reginald G. Burke of the
"Albatross." "Bengueela Division"

29th August 1844. "You are to be very circum-
"spect in observing the Territorial Rights
"of Portugal where they are established on
"the Coast of Your Station, and generally
"to give no just grounds of offence to any
"Foreigners in the Intercourse which may
"be necessary with their Vessels during your
"Cruizing for the Suppression of the Slave Trade,
"and to this end you will strictly observe
"the printed Regulations for your guidance,
"and the various Stipulations in the Slave

"papers relating to those powers with whom
"we have Treaties, as well as the Instructions
"respecting vessels under the Flags of Countries
"whose Governments have not conceded to us
"the mutual right of Search."

(Signed) W. Jones

To Commander J. W. D. Brisbane of the "Larne"
"Benguela Division."

23rd August 1844. "You are to be very circumspect
"in respecting the Territorial Rights of Portugal,
"where they are established on the Coast of your
"Station, and generally to give no just grounds
"of offence to any Foreigners in the intercourse
"which may be necessary with their vessels
"during your cruizing for the suppression of
"the Slave Trade. And to this end you will
"strictly observe the Printed Regulations for
"your guidance, and the various stipulations
"in the Slave Papers relating to those powers
"with whom we have Treaties, as well as the
"Instructions respecting vessels under the
"Flags of Countries whose Governments have
"not conceded to us the mutual right of Search."

(Signed) W. Jones.

To Commander John Hay of the "Prometheus"
Congo Division

24th August 1844. "You are to be very circumspect
"in respecting the Territorial Rights of Portugal,

where they are established on the Coast of your Station, and generally to give no just grounds of offence to any Foreign as in the intercourse which may be necessary with their vessels during your Cruizing for the suppression of the Slave Trade. And to this end you will strictly observe the Printed Regulations for your guidance, and the various Stipulations in the Slave papers relating to those powers with whom we have Treaties, as well as the instructions respecting vessels under the Flags of Countries whose Governments have not conceded to us the mutual Right of search

Signed W. Jones

Copy

D.

United States Ship Macedonian
Port Praya February 8th 1838.

Sir

I have had the honor to receive your communications of the 3rd ultimo, together with various documents, and I beg you to accept my best thanks for the readiness with which you have furnished the information asked for in my communication of the 25th of November last,

The perusal of your letter and the various extracts from your general orders has given me great satisfaction, inasmuch as they clearly show that you have adopted every reasonable precaution to guard against any interference with the rights of the American Flag by the Officers of your command, with such feelings and intentions as are expressed in your letter, and to which as Commander in Chief of the American Squadron I most heartily responde. I feel assured that our respective Governments will henceforward be relieved from the discussions of complaints which have hitherto caused much trouble and vexation.

If as you justly remark, Officers whether of one Service or the other, should in the face of the precise instructions which have emanated from you and from me depart from their duty in their intercourse with foreign Ports, the responsibility and the penalty should fall upon them, as it would be wrong that the mutual desire for harmonious cooperation entertained by the two Governments as well as ourselves as their Naval Representatives on this Station should

be disappointed and set at naught by the unauthorized acts of those under our command.

With Renewed Assurances of my High Respect & Esteem

I am Sir

Your Obedient Servant

(Signed) M. C. Perry.

Commander in Chief

United States Naval Forces

Western Coast of Africa

Commodore William Jones.

Commanding Her Britannic Majesty's Naval Forces

Western Coast of Africa

U.S. Ships Macedonia &c
At Sea. March 3d 1843

Sir

Referring to my letter of the 28th ultimo with its accompanying copies of documents received from Commodore Jones. U.S.N. Senior Naval Officer on the West Coast of Africa, I now beg leave to inform the Department, that among those documents, the deposition of Jeremiah (Mac Carthy) made allusion to the U.S. Consul General for the Cape de Verde Islands, J. Gardner Esq., I deemed it proper to notify him of the fact, See a copy of my letter to him marked A and also a copy of his reply B both inclosed.

It will be perceived that the Statement of Mr Gardner directly invalidates the testimony of Mac Carthy, and it is only remarkable that Commodore Jones with his knowledge of the character of the common Sailor, should have placed so much reliance upon the evidence of an itinerant individual of the class.

It is not improbable that the master of the Sylvia, a Spaniard by birth, did form the first design to sell his vessel to persons engaged in the Slave Trade, and that she was subsequently transferred to such hands. It is by such acts committed by Foreigners, claiming to be Citizens of the United States by an Oath of Naturalization papers doubtless in many instances surreptitiously

Hon.ble John L. Mason
Secretary of the Navy
Washington D.C.

obtained, that the American Flag is desecrated, and these are the persons in themselves regardless alike of their own character as of the honor of their adopted Country, who, when interrupted in their unlawful commerce by the interference of foreign Cruizers are the most vociferous, (and the conductors of the public prints at home without knowledge of the facts, too often join in the hue and cry) in denouncing the Government and especially the Navy of the United States for not giving them protection or in other words immunity in the prosecution of their nefarious traffic.

In regard to Thos. Wm. Hunt charged by Commodore Foote and others in being engaged in the Slave Trade, and whose name has already been mentioned to the Department in my letter No. 49, dated March 21st 1824, I can remark now as I have more than once before, that it is impossible to obtain evidence upon the Coast of sufficient weight to prove or disprove the charges made either against him or others suspected of being interested in the profits of the Slave Trade. I can only state that when I was in the Bight of Benin in June last, the same Thos W Hunt was residing on shore, at a noted Slave mart and that the Barque Palestine of Boston which he had recently left was in communication with him as her master said for purposes of lawful trade

I have the honor
To be very respectfully
Your Obdl Servt
M. C. Perry

P. 64 May 2.

A

Copy

U.S. Ship. Macedonian
Port Praya. January 30th 1843

Sir

Enclosed is a copy of one of several documents recently received by me from Commodore Wm. Jones, Her Britannic Majesty's Senior Naval Officer on this Station.

As the Statement refers to certain transactions in this Port, may I request of you such information in the premises as you may deem it to communicate, in order that it may be transmitted to the Navy Department together with all the documents received from Commodore Jones.

Please return the enclosed after copying it should you desire a copy

I am Respectfully
Your Obt. Servt
(Signed) M.C. Perry
Commanding U.S. Naval Forces
Western Coast of Africa

To Fernandes Gardner Esq
United States Consul General
for the Cape de Verde Islands
Port Praya.

B

Consulate of United States of America
Cape Verde Islands. Villa da Praia
St Iago. Feb 13th 1843

Sir

I have the honor to acknowledge the receipt of your letter enclosing a document from Commodore William Jones, and in reply state that the Schr Cyrus of Philadelphia, Capt Hill arrived at this place on the 18th Nov 1842 from Havanna in 32 days passage. That she had all the papers necessary for legally navigating the Ocean. Viz Register granted from the Custom House of Philadelphia, a Crew list certified by the Am Consul at Havanna, having 8 American and two Foreign Seamen, and also 4 White and 2 Black passengers on board furnished with the competent passports from the Authorities at Havanna, was bound to Cabinda West Coast of Africa, having a cargo of Rum, powder, knives, dry goods, Iron &c. in fact a cargo that is generally carried by English & American vessels that trade on the Coast of Africa. The vessel was reported in distress for water and had her bulwarks washed away in a Gale on her passage. The first Officer Mr Wheeler being sick requested his discharge and was paid off here by my consent and returned to the United States in the Barque Gentleman

Jeremy Mac Carthy the deponent in this document was discharged at this place for drunkeness & abusive language to Capt Hill and was paid the wages due him

He says, "he availed himself of the first opportunity to get away;" which is false, as he was actually turned out of the vessel for his drunkenness and abuse, and if he knew that the vessel was a slaver, why did he not report her to me, or to the Authorities of the Place! Again it is false that the Captain transacted all his business with the American Consul. The only commercial transaction I had with Capt Hill was to sell him one Barl Flour and to purchase from him 1500 Segars. I saw nothing to lead me to a belief that the vessel was bounds for Slaves. Capt Hill was a Spaniard born, and shewed me his naturalization papers granted at Philadelphia in 1796 I believe, and informed me that he gained a great freight as Vessels did not like to go to Cabenda.

As to the assertion that at "Port Praia it was well known to all the people that the Cygnet was a Slaver." I have merely to say, that as Mac Carthy has perjured himself by disposing that "he availed himself of the first opportunity" when he was actually turned out and was daily on shore previous, and that the Capt transacted all his business with the American Consul when my whole business with Capt Hill of a commercial nature was as before stated, is sufficient proof of the falsity of the whole statement as respects her being bound for Slaves.

The Supercargo of the Vessel landed on Coast some pipes of rum, whether sold or not I have no knowledge, as I saw them at the Custom House and as the bulwarks of the vessel were carried away, nothing is more natural than that they should be repaired, and I suppose the boards

plank were for that purpose. If the story he tells be correct he might easily have caused an examination of the vessel by hinting to me and any of the Authorities any suspicions he might have had of her, his not doing so here and subsequently giving the information at Boa Vista after the vessel was out of reach, shews the whole matter was entirely an after thought, caused by I know not whom, and is not worthy of the slightest credit

I am with much respect
Your obedt Servt
(signed) F Gardner
Consul

Commodore M. C. Perry.
Commanding US Naval Forces
West Coast of Africa
Flag Ship Macedonian

U S Frigate Macedonian
at Sea March 6th 1845

Sir

The transmission of the accompanying documents obviates the necessity of my present enlarged correspondence in reference to my command of the African Squadron.

It has been immediately ascertained, on the station being assumed, it became necessary to establish and systematise all the details of organization, a work rendered more difficult from the unhealthiness of the climate and the peculiar character of the duties devolving upon the Squadron.

Arrangements are believed that a system of organization best adapted to the climate and the station has been brought into harmonious operation, and it has afforded me much satisfaction to communicate to my Successor, Commodore Skinner, whatever of information I possessed that might, in my opinion, be of service to him in conducting his command.

In the necessary communication with the senior Officers of Her Britannic Majesty's Naval Forces on the Coast, nothing of a disagreeable character has transpired. While maintaining to the very extent the principle of non interference

Hon. John L. Mason
Secretary of the Navy
Washington D.C.

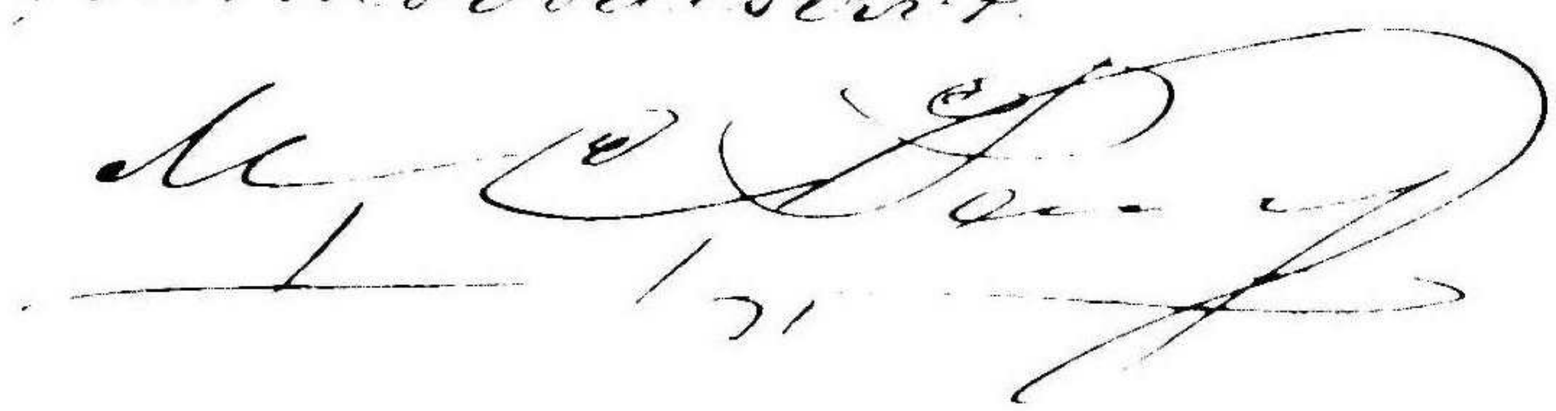
of foreign Cruizers with the rights and immunities of the American Flag. I have been assiduous in cultivating a friendly intercourse with those Officers, and it gives me the greatest pleasure to inform the Department that from them I have invariably received every mark of respectful courtesy.

From the latest information received by me from the various parts of the station, as was quit when I left Port Prayn, and I feel a confident assurance that this favorable state of things will continue. It has been my constant object in the intercourse of the Squadron with the Natives to endeavor to impress upon them the truth of the strong desire of the government of the United States to extend to them its friendly interest in their welfare, that notwithstanding it would be prompt to punish the Natives in the most signal manner for whatever aggression they might commit upon American Citizens or property, it would as readily discountenance and chastise all persons sailing under the protection of the American Flag, who should commit any act of fraud or cruelty towards them.

From endless wrongs received at the hands of the White man, these devoted people have naturally become suspicious, and they will not hesitate to resort to treachery whenever they believe they can do so with impunity, so rarely have they in their intercourse with strangers been treated with equal justice and good faith, that they at first look upon my professions with some degree of doubt, but on being convinced, after a lapse of time, of their sincerity they exhibited the greatest satisfaction.

The enclosed paper contains a few notes which embody, in brief terms, the result of my observations during the cruize.

I have the honor to be
very respectfully
your most obedient servt



P 66 Mary 2

Notes of Commodore M.C. Perry in reference to Western Africa

[illegible]

[illegible]

[redacted]

[illegible]

*[illegible]

*It may be recollected that on a former occasion I had the honor of submitting to the Legislature under date of [illegible] I have referred to those documents for many facts

virtually become slave to a British subject.
There is no limit to this voluntary bondage
but that recognized by the Moorish Law, for
[redacted] the owner of these persons dies, the persons are sold
by his Executors as so much property, and this
transfer has been legalized by the Colonial
Authorities. If I have been rightly informed
Single individuals have been known to
hold at one time hundreds of these persons.

It is however due to justice to remark,
that since the recent Parliamentary enquiries
into the affairs of the English Settlements
on the Coast of Africa, and the promulgation
of the report of Lt. Maclachlan, who was deputed to
enquire into these matters, this enormity
of Slavery has been prohibited, but whether
the injunction of the Government will be
heeded is yet to be seen.

I have much other information
in my possession in regard to the Slaves &c.
Persons both Christian and Foreign who
have been and are now indirectly engaged
in the Slave Trade, the details of which
would expand this communication to an
inconvenient length.

If the Department should desire
it, I can at any time proceed to Washington
and personally explain the particulars.
It would be a satisfaction to me to be able
to trace out and cause to be brought to
merited punishment those persons in the
United States, within my knowledge of the laws.

I

[redacted]

[redacted]

[redacted]

U S Ship Macedonian
At Sea March 6th 1843

Sir

As it is not improbable that the U S Government may at no remote period [redacted] Enterprise being engaged in the Slave [redacted] under American Colors it is proper that I should put the Department in possession of information which may be of future service.

This vessel having been sold out of the Natural Service at the Navy Yard Boston was as I learn purchased by a person calling himself Charles Hickerson, a native of France, but claiming to be a naturalized Citizen of the United States.

Said Vessel was cleared from Boston with a cargo of little value, chiefly Lumber by Thos. M. Cutler of Charlestown Massachusetts as the sworn owner, and sailed thence for the Cape de Verde Islands; and on the 17th of January last she was boarded at Port Praya by Lieut Blunden of this Ship. See his boarding Report enclosed and marked A

The Enterprise had not been long in

[redacted]

the proceedings of her Master [redacted] owner Hickerson as detailed in the accompanying

Hon.ble John P. Mason
Secretary of the Navy
Washington D.C.

papers, I was induced to request of the Authorit[illegible] of Port Praya, that the vessel her Officers and Crew should be strictly examined, this was promptly done by the Chief Justice of the Islan[illegible] and the papers marked 1.2,3,4,5,6,7.8.9.10, w[illegible] furnish the details of such examination.

By the [illegible] of the [illegible] Bulwark Stancheons &c the Enterprise has become a very fa[illegible] sailer, and is well adapted to the transportati[illegible] of Slaves.

I have the honor
To be very Respectfully
Your Obdt Servt
[illegible]

P 65 May 2. Hom

1

U.S. Ship Macedonian
Port Praya. January 21st 1843

Sir

Enclosed is an open communication addressed to J. Gardner Esq U.S. Consul at this place, and do I have to direct that you call on Mr Gardner as also upon the principal functionary of the place and state to them that it is reported that the Schooner Enterprise at present under American Colors has three sets of papers on board, two of which on must be fraudulent, and it is the object of her Master to proceed on some unlawful voyage.

It becomes therefore my duty to communicate this information to the Authorities on Shore and to request under the implied stipulations between Nations in Amity that the Authorities of the Portuguese Government resident at Port Praya will take such steps as to ascertain beyond a doubt the true character of said Schooner Enterprise

I am Respectfully
Your Obdt Servt
(Signed) M. C. Perry,
Commanding U.S. Naval Forces
Western Coast of Africa

Acting Captain
Joel Abbot
Commanding U.S. Ship Macedonian
Port Praya

US Ship Macedonian
Port Praya. January 31st 1838

Sir

Since I saw you yesterday I have received some information which leads to a stronger suspicion against the schooner Enterprise now in this Port under American colors, that said vessel has fraudulent papers on board, or more than one set, and that it is the intention of her master to proceed on some unlawful adventure, I have therefore directed Captain Abbot of this Ship to proceed on shore and call on you and the proper Authorities of the place, and request in the name of the United States that the master and Crew of said Schooner Enterprise shall be examined and a strict investigation be had into the true character of the vessel in question.

I have also to request that you retain the papers of the Enterprise, and that the Authorities of the Port forbid her sailing until this investigation shall have taken place

I am Sir

Very respectfully
Your Obt Servt
(signed) M.C. Perry
Commanding US Naval Forces
Western Coast of Africa

Ferdinands Gardner Esq
US Consul General for
the Cape de Verde Islands
Port Praya

U S Ship Macedonian
Port to Praya. Jan'y 31st. 1838-

Sir

In obedience to your order of this date I have called on J. Gardiner Esq U S Consul at this place and handed to him your letter also communicated to the Collector at the Customs House through the Consul as interpreter, the purport of your communications to me. The Consul said he must have a written communication, setting forth the circumstances of the suspicions of the Enterprise having arms &c on board previous before he could institute any investigation, and as if you would send him a boat tomorrow morning. he would call on board and see you on the subject.

The Collector expressed himself that it would be his duty as well as pleasure to take all steps in his power to investigate the merits of the matter, that as soon as he received notification the vessel was done discharging cargo, he would have a thorough search of the vessel, and that he should be pleased to have you also make a search either before or after it He thought it best to keep this a little time until enquiries could be made &c. I also had an interview with Mr Alexander the U S Store Keeper who informed me that Capt Jennings told him Captain Bennett had told that the Capt of the Enterprise had offered him a large sum to take his place on board

the Seamen for a voyage to the West-Charline would be no risk, for he had three sets of papers viz American, Portuguese and Brazilian.

~~Should he be commissioned~~ with the Copy of the Enterprise who informed me that he himself was part owner of the Enterprise, that his object was to go to the Brazils, did not know but he should touch at the Coast on his way, At Brazil he should probably sell his vessel or charter her to go to the Coast

All which is respectfully submitted

by your Obdt Servt

(Signed) Jno. Adams

Comdg U.S.S. Macedonian

To Comre M. C. Perry

Comdg U.S. Naval Forces

Brazilian Coast &c. &c. &c.

4

H.S Consulate
Cape Verde Islands. Ville de Praia
St Jago. Sierra 3rd 1833

Sir

The examinations of persons respecting the dishonored Enterprise will take place tomorrow at 10 o'clock before the Chief Justice, and I request that you will cause to attend any Officers or men you think will be able to give any information on the subject

I have the Honor to be your obedt Servt
(Signed) H Gardner

Commodore
M C Perry
Commanding Unit. States Forces
Eastern Coast of Africa
Flag Ship Macedonian

Copy of Depositions taken before the Chief Justice of the Province of Cape Verd & Guinea at Villa da Praia, Island of St. Jago, in the case of Captain Charles Nickerson, Master of the Schooner Enterprise of Boston accused of being intended for the slave trade.

Francis Alexander Esqr. Passed Mid-Shipman in the Navy of the United States and at present Naval Storekeeper for the American Squadron on the West Coast of Africa, was called and having been duly sworn by J. Gardiner Esquire Consul General of the United States of America for the Cape de Verd Islands, deposed as follows having first read the following document.

Consulate of the United States of America Cape Verd Islands

Sir

Having been officially informed by Commodore M. C. Perry, that reports have reached him, that the American Schr. Enterprise, Captain Nickerson, now at Anchor in this Harbour, is about to proceed [illegible] certain persons, Citizens of the United States, that I shall cite before you [illegible] in order to discover the truth of these reports, and that justice may be rendered to all parties concerned

and further request that this examination may take place to morrow 3d inst. at 10 O'Clock A. M.

I have the honour to be
Yr Obt Servt
(Signed) J. Gardiner.

Ill.mo
J. A. J. Frederico
Chief Justice of the
Province of Cabo Verde

Visa intime ao Consul para appuzentar as test.as as 11 horas do dia 3. Villa da Praia 3 de Fevr.o de 1845.

Signed
Frederico.

The above document having been read the witness Francis Alexander Esqr. Passed Midshipman in the Navy of the United States and now Naval Storekeeper for the American Squadron on the Western Coast of Africa, deposed as follows.

While in the Custom House [illegible] days since I noticed that Captain [illegible]kerson Master of the [illegible] Enterprise had some difficulty about his papers. I observed to him "Captain what is the matter? are your papers not all right?" Captain Yarring[illegible] replied "Yes he is all right he has got three sets of papers" afterwards the conversation turned upon the subject of Slavers and the

Slave trade. and I understood from Captain Gavington that it was usual for vessels in the Slave trade to have three sets of papers, that is American, Portuguese and Brazilian,

I afterwards understood Captain Gavington to say that Captain Vincent had been offered One Thousand dollars per month to go in the Vessel of Captain Nickerson. I have also subsequently heard from Captain Gavington that he had been offered in a joking manner fifteen hundred dollars per month.

(Signed) Francis Ancona
U. S. Navy.

(Signed) F. Gardiner
Consul.

(Signed) John Joseph Antonio Frederico.
Juiz de direito.

(Captain Jesse S. Vincent. an American by birth. and now resident in Villa da Praia. having been duly sworn deposed as follows:

On or about the 29th of January [illegible] made me an offer to go in the Vessel [illegible] his offer was to give me One thousand dollars per month for three months. he told me he wanted me to go to the Brazil first and then he would give me further instructions in case I took charge of the Vessel. I cannot say

that Captain Nickerson told me he had ever been to the Coast of Africa himself for Slaves but he told me he had knowledge of vessels which had been there and he thought it could be done without any great risk.

When he made me the offer I supposed he wished me to take charge of her to engage in the Slave trade. I had from the large pay offered me reasons to suppose so. I told him I had had similar offers made me before in Havana but did not wish to engage in any such business.

Captain Nickerson said to me that it was requisite to have three sets of papers, and they could readily be obtained.

This consultation took place in presence of Captain Farrington.

Signed Jesse S. Vincent.

Signed F. Gardiner
Consul.

Signed John Joseph Antonio Frederico
Juiz de Direito.

~~Captain Richard H. Farrington~~ having been duly sworn deposed as follows.

I was at the Custom House the other day when Captain Nickerson came on shore with his papers he had given up his manifest to Romaldo and Romaldo told Captain Nickerson that his manifest was

not correct on account of certain sales of a part of his Cargo at Bravo and Fogo not being certified on the back of it. Captain Nickerson told Romaldo that he knew nothing about any other papers and had no other except those necessary for the Consul. Romaldo replied that he would have to pay the duties over again upon the goods he had sold at the aforesaid Islands as the duties must be paid upon all the goods in his manifest. Romaldo then asked Captain Nickerson for his certificate of Anchorage at Bravo and Fogo and Captain Nickerson replied he did not know of any other papers than the ones he had already brought on shore. I told him he had better send off on board and see if there were not other papers and he did so, and the boat returned with several papers among which was the certificate of Anchorage at Bravo and Fogo. Captain Nickerson told me there were some other papers in his writing desk and I told him he had better send off and bring them on shore. He did so and among them I found all the necessary pap[illegible] and the Vessel was entered. Mr Francis [illegible] what [illegible]

I may have said he had three sets of papers as he had sent twice for them, one or two days afterwards I went out of the Custom House and heard Captain Vincent and Captain Nickerson talking together and

and Captain Nickerson Sen. to Captain Vincent I will Guarantee you One thousand dollars per month if you will go out to Brazil in the Schooner. I went up to them and said to Captain Nickerson "then I suppose you would give me fifteen hundred dollars" Captain Nickerson replied "Yes" Captain Vincent asked him why he would give me more than him, and Nickerson replied "I know Farrington very well and that he would not leave his family for fifteen hundred dollars to go any where". I went away then. and some time after I came out again and found Vincent and Nickerson still in conversation and Nickerson said, "On my last voyage to Rio Janeiro in the Brig Gannett a certain Merchant sent for me and told me he would give me thirty thousand dollars if I would go to the Coast and bring back a Cargo of Slaves and land them at Rio de Janeiro or any place South of the Equator" Captain Nickerson said he refused the offer, and the person offered him forty and finally fifty thousand dollars if he would do it: and he Nickerson refused saying he would not do it for all the money ever minted. He said he told him further [redacted] do it at all for the Slave trade.

They then commenced talking about the papers necessary for the purpose and Nickerson told Vincent that the person who wanted to employ him told him [illegible]

be necessary to have three sets of papers. Portuguese. Brazilian and American. so that if boarded by either of these nations the papers of the other could be shown. I mentioned this matter afterward in presence of Mr Alexander. but I never said that Nickerson had three sets of papers.

Signed Richard W. Harrington.

(Signed) P. Gardiner
Consul

(Signed) John Joseph Antonio Pedrico
Luiz de Direito.

Wm H. Grayton. said master of the Macedonian. was called and having been duly sworn by the Consul. deposed as follows.

(Captain Nickerson of the Enterprise told me that all his crew were foreigners and there were two he would like to get rid of. he thought these two were English. and the rest were Portuguese and Spanish. He did not give me any reason to suppose he was going to the Coast for slaves. In fact he told me he was not going any

[redacted]

He spoke of the fleetness of the schooner and said he did not think there were any English Cruizers on the Coast which could catch her. and said he would have been glad to have sailed with the Mad. Brig Grayton

in order to have tried her sailing, Captain Nickerson did not say anything which directly went to show his intentions in regard to the Schooner. but his General remarks were such as led me to suppose she was intended for the Slave trade, or some illegal purpose, another reason why I supposed she was intended for the Slave trade was that every alteration which could possibly add to the speed of the Schooner had been made in part. and the Captain told me he should complete all these alterations which could add to her speed.

(Signed) Wm H Brayton
(Signed) P. Gardiner
Consul.
(Signed) John Joseph Antonio Frederico
Juiz de Direito

Frederick S Brandt late Mate of the Ship Georges of Boston having been duly sworn by the Consul deposed as follows.

The first Conversation I had with Captain Nickerson I asked him for a passage in the Schooner to Brazil. He told me I could go in her as second mate. and have my discharge upon her arrival at Brazil if I wanted it, or if he should put his present mate in her as Master, then he would give me the situation of 1st mate at thirty dollars per month to go in her to the Coast of Africa. He [illegible] to Ship [illegible] in case I should leave the Schooner in Brazil. he would be compelled to pay me three months wages, Captain Tannington told me previous to this that Captain Nickerson had offered him fifteen hundred dollars a month to go in the Schooner

and if he were a young man he would go He said further that he knew Captain Nickerson had been on the Coast of Africa two Voyages and he believed he had made money enough and would not go again himself.

Signed Frederic S. Brandt.

Signed Fr. Gardiner
Consul.

Signed John Joseph Antonio Frederico
Luiz de Direito,

United States Consulate
Cape Verde Islands

I the undersigned Consul of the United States of America for the Cape Verde Islands certify the foregoing documents, numbered from page 1 to 9 are true Copies of the original examinations had before the Chief Justice of this province in the Case of Charles Nickerson master of Schooner Enterprise, originals now on file in this office.

Given under my hand and seal of Office at Villa da Praia S. Iago Feby 5th 1845.

F. Gardner
Consul

Copy 6

U.S. Ship Macedonian
Port Praya, February 5th 1843

Sir

Having perused the English copy of the proceedings in the case of the examination before the Chief Justice of these Islands and yourself of the persons who have circulated Reports calculated to cast suspicion on the lawfulness of the contemplated voyage of the Schooner Enterprise now lying in this Port, I am satisfied, that notwithstanding the evidence adduced furnishes strong grounds of suspicion, it is not of sufficient weight to authorize the detention of the vessel by me.

It will therefore rest with yourself, as U.S Consul General, whether to prosecute the examination ~~the examination~~ further as well in reference to the reports in circulation as also in consideration of the complaint made by one of the seamen of the Enterprise, an American, the particulars of which have been communicated to you by Captain Abbot.

In my official capacity of Commander in Chief of the U.S. African Squadron, I shall take no further steps at this time in regards to the Enterprise, but shall transmit all the documents to the Navy Department at home.

My request therefore that the papers of the Enterprise should be withheld by you until an examination should be had is herewith withdrawn, and if it be necessary I will thank you to communicate to the Master of the Enterprise that I shall not under present circumstances

interfere with the movements of himself or vessel

I am Sir
Very Respectfully
Your Obdt Servt
(signed) M. C. Perry
Commanding U S Naval Force
Western Coast of Africa

Ferdinand Gardner Esq
U S Consul General
for the Cape de Verde Islands
Port Praya

Consulate of U.S.
Cape Verde Islands. Ville da Praia
Feb'y 1st 1843

Sir

In reply to your official note of 31st ult^o. I have to inform you, that with Capt Abbot I immediately called on the proper Authority and the next day after my personal interview with you, officially notified the Chief Justice requesting him to examine the testimony I should site before him respecting the reports in circulation relating to the Schooner Enterprise of Boston, Capt. Hekens, and after a strict and careful examination of the evidence given me this day has been proved in my opinion to justify the seizure of the vessel and having been informed by Lieut. Hicks who kindly assisted me in the investigation, that you would be furnished with copies of the testimony as given in English, You will be able to judge whether the Conclusions, I have arrived at, corresponds with your own views of the subject, as only so much this Court can be proved, I do not feel myself authorized in detaining the vessels papers,

Respecting the Seaman Robbins, I am always ready to hear any complaint he or any other Seaman may see fit to make before me according to the laws of the U.S. and am informed by Capt Nickerson that he has never been restricted in the liberty from appearing and that he is daily on shore,

With much Respect
Your Obd^t Servt
(Signed) F. Gardner
Consul.

Commodore M. C. Perry
Commanding U.S. Naval Forces
West Coast of African

Affidavit of Robbins appended
Numbered 1 to 15

Copy of Notes of an Examination taken
by Gardner Esq US Consul General for
the Cape de Verde Islands on the 1st day
of February 1845. on board the US Frigate
Macedonian in presence of Commodore Perry

[redacted]

Captain Jackson told Capt Vincent
that there would be no danger of his going
with him, - offered him $1600 or $1500
per month to go Master, and that he had
three sets of papers, Portuguese, Brazilian
and that no danger would be in any way
arise, told before Capt Garrington, and by
him to Lt Alexander P. Capt Garrington
said to Lt Brandt that he had been
offered $1500 per month to go in the Schooner,
and that if he was a single man and wanted
to make money fast he would go Jackson
offered said Brandt $30 per month to go
a Trading on the Coast, offers other masters
could be obtained the mate of the Schooner
would go and he Brandt would act as mate,
- the General Conversation of Jackson would
lead to a suspicion of his intentions and
would lead anyone to believe that he has
been engaged in the Slave Trade, Capt
Jackson told Capt Vincent that he had
been two voyages on the Coast for Negroes.

Lt Brayton went on Shore with Lt Brandt
and Mr Capt Jackson, afterwards Lt Brandt
told said Brayton that he had been offered
by Jackson a situation on board his
Schooner, that he would not give him much
at first, Afterwards said Brayton called

on Capt Vincent to dinner, and in conversation
mentioned that Nickerson had offered Yarrington
$1500 to go with him, on which Vincent replied
that Nickerson had offered him the Sa[illegible]
Also Capt Yarrington told Mr Alexander [illegible]
Nickerson had made him the offer mentioned
above. Says he is part owner of the Schooner

I. Samuel Robins. Seaman on boards the American Schooner Enterprise of Boston Capt Nicholson, declare that I shipped on boards the said Schooner Enterprise for the wages of 14 dolls per month to go to the Cape de Verde Islands, thence to Rio and one or more ports on the Brazilian Coast. the whole voyage not to occupy more than 12 months, this was stated in the articles which I signed at the time of shipping. On arrival at Brava one of the Cape de Verde Islands, Capt Nicholson informed the Crew that he could get hands ashore at the rate of ten dollars per month and unless we would agree to take ten dollars per month that he did not want us any longer, but he said he would give us a passage to the next port. fearing that we should be left at some place where we could not obtain employment or a passage to the United States, we were compelled to agree to take ten dollars per month, but have not signed our names to any such agreement

(Signed) Samuel + his Robins
mark.

his
Wm Rogers.
mark
John W. Ellis

On the 2nd day of February 1828 on boards the U.S. Frigate Macedonian in the Harbor of Port Praya Isle of St Iago personally appeared before me Samuel Robins a Seaman on boards the American Schooner Enterprise of which Nicholson is master, and being duly sworn on the Holy Evangely of Almighty God doth declare the above statement to be true.

(Signed) Paul Abbott
Commander U.S.N.

10

Memorandum

Names of vessels as given by Captain Garrington, which have been taken out by Capt Pickerson (now Master of the Enterprise in this Port and bound to Brazil) to Brazil for Sale and do which are supposed to have been sold to be employed as Slave Vessels.

Brig Jones.

Brig Lida

Brig Gannecliffe, formerly a Rio Grand Packet

Port Praya Feby 5th 1825

A

Boarded at Porto Praya January 27th 1843.

Schooner Enterprise

Registered at Charlestown Mass. No 315.

Thos. M. Cutter Sworn as the Owner

Signed Aaron Bailey

Collector.

Invoice of Merchandise

Shipped by Thos. M. Cutter of Charlestown Mass. round to Cape De Verds and a Market, on account of risk of said Thos. M. Cutter One half, and Charles Nicholson One half, and consigned to said Charles Nicholson for Sales and returns,

75.703 feet Merchant Boards, Plank and Joints.

11.000 Brick

10. Barrels Mess Beef,

10. " Richmond Superfine Flour.

25 " Pilot Bread.

10 " Pitch.

5 " Rosin.

20 Casks Nails.

4.300 Laths.

Signed Thos. M. Cutter.

Whole value of Cargo $1.364 94/100

[illegible]

[illegible] Such Ports as the Master may direct for the term of time, not exceeding twelve Calendar months.

Thos. Shanter, Mate, has a protection as an American Seaman aged 35 years born in N. York, date of

protection 16th of September 1844. No 28,679.
Note. Peck marked says he was Master's Mate on board the Ship Columbus.

Samuel Robins, Sea has a protection as an American Seaman. 5 feet 7 inches high, light hair, light eyes. born in Brunswick Maine.

Henry Wilson (Sea) Citizenship not proved.
Note. says he was born in Finland.

Chas. Norman. Citizenship not proved.
Note. Run.

Warren Kelley (Sea) Citizenship not proved.
Note. Run in the United States.

George Bartell (O. Seaman) Citizenship not proved.
Note. Said to be a Portuguese, run in Bravo.

Edward Fielding (Sea) Citizenship not proved.
Note. Says he was born in Liverpool Eng.d

Jonathan Kennedy (Sea). Citizenship not proved.
Note. Says he was born in Scotland.

Witness. John F. Cumnt.

[illegible]

Septr. 7th 1844.

Shipped since leaving the United States.

Stephen Whitcom. Place where born Baltimore. Md. Place from an English Steamer at this place. Md. Has no Shipped for the Enterprise. has no protection.

Manuel Gomes	Portuguese	}	Shipped at Brava.
Jose Ribeiro	Spaniard		
Juan Montalde	"		
Juan Jose Longo	Portuguese		

Bushrod W. Hunter,
Lieut. U.S. Navy.

U.S. Ship Macedonian
St Croix. West Indies
April 9th 1835.

Sir

I have the honor to enclose herewith a List of the Officers attached to the U.S. Frigate Macedonian on the 1st of April 1835.

I have the honor to be
very respectfully
Your Obdt Servt

[signature]

Honble Secretary of the Navy
Washington, D.C.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

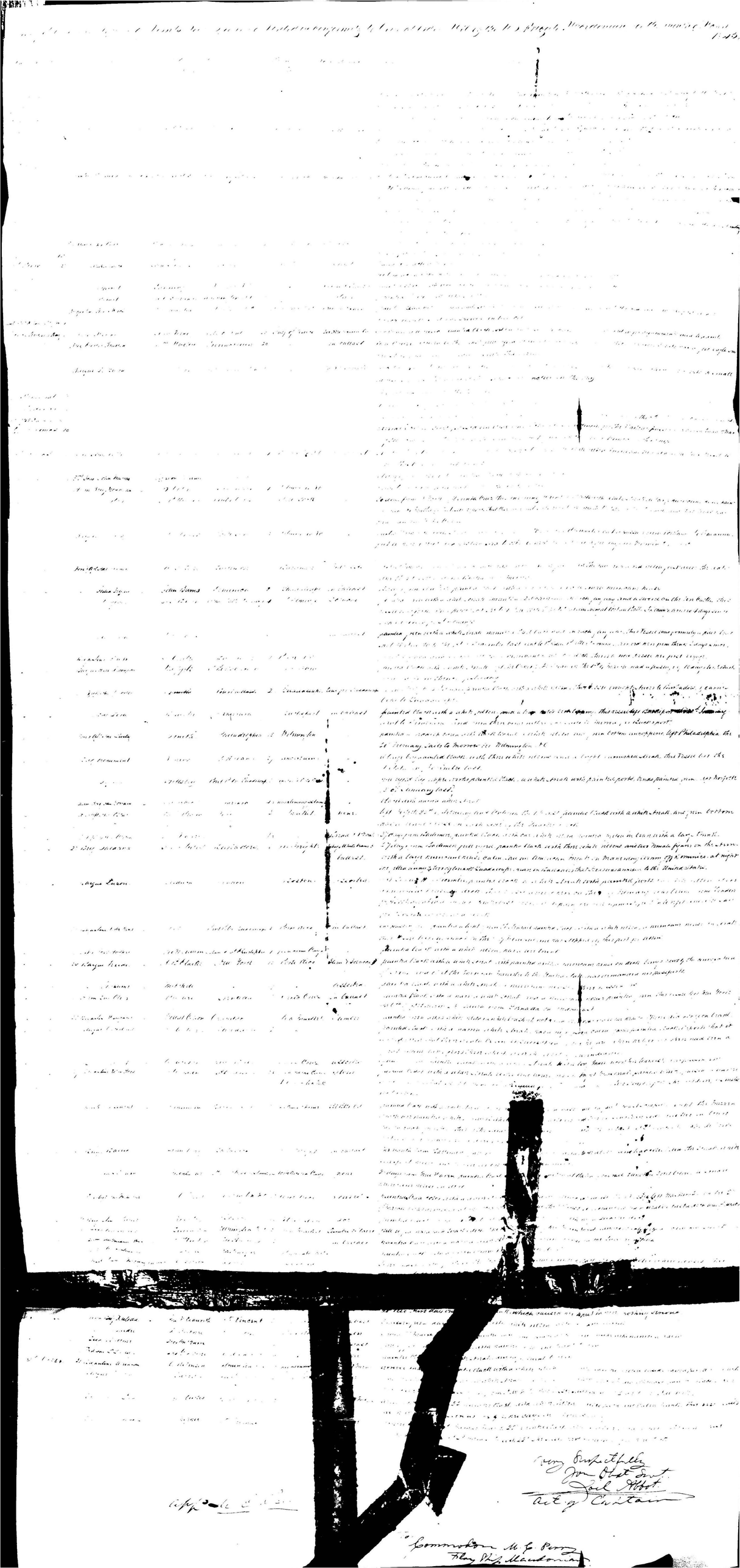
U S Ship Macedonian
Off Santa Cruz. Teneriffe
April 1st 1835

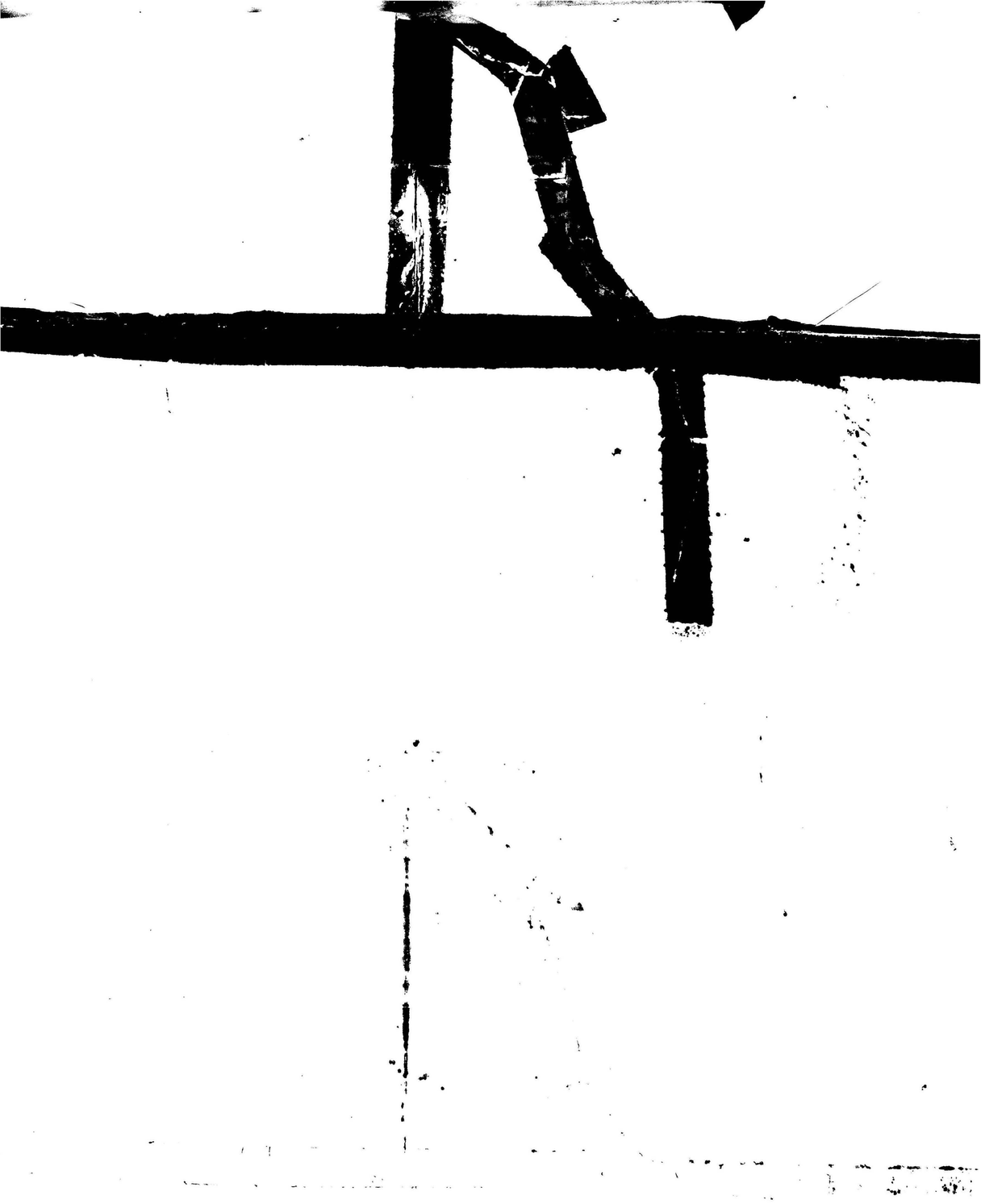
Sir

I have the honor to forward herewith Reports of Vessels seen spoken and boarded from the U S Ship Macedonian for the Month of March 1835

I have the honor to be
very respectfully
Your Obt Servt
[illegible]
Lt Comdg

To the Hon'ble Secretary of the Navy
Washington City





U.S. Ship Macedonian
off Cape Verd Islands
April 1st 1845

Sir

I have the honor to enclose herewith a Report of Corporeal punishments inflicted on board the U.S. Ship Macedonian since her departure from New York on the 31st May 1843:

I have the honor to be
very respectfully
Your obedient
Servt

[illegible]

The Hon. [illegible]
Secretary of the Navy
Washington [illegible]

Samm Perry - ahec

6P57 May 1. 1

Washington, December 15th, 1863.

Sir:

I have the honor to enclose herewith a requisition of a Surgeon in the case of Edward Gunnerman, late of the 9th Regiment, with a view to secure his appointment as a Surgeon in the Army, in the place of Dr. Lloyd, resigned. Dr. Gunnerman is highly recommended by his Physicians. Dr. Gunnerman recommends him as a suitable candidate for appointment into that Institution, and respectfully requests that an order to that effect may be forwarded to him.

I have the honor to be

Very respectfully

Your obedient servant

L. E. Chittenden

Register

Hon. George Harding

Secretary of the Navy

Washington D.C.

Commo. M. C. Perry Cpr.
(to send Peter Dain

close May 2d

P 60 Mail

(Duplicate.)

U. S. Frigate Macedonian
Porto Praya St. Jago
Sept 28th 1844.

Gentlemen,

I have the honor to forward herewith the Official Returns of the Crew of this Ship, and Journal of Philip Seaman, both belonging to Thos. Singleton, and referred to in my letter of this date to the Surgeon. Also Medicines & Stores received from the Medical Storekeeper at Norfolk.

I am respectfully
Your Ob. Servant
(Signed) M. C. Perry
Commanding the Squadron
on the East Coast of Africa

Chas. Gordon Esquire Purser
U. S. Ship Macedonian

Medical Storekeeper Norfolk

576

U. S. Ship Macedonian,
Porto Grande, Island of St Iago
Sept. 23rd 1840.

In obedience to your order of the 23rd inst. I have this day held a strict and careful Survey on Peter Davis, seaman, a male, or boarde of the Brig returned and do, recommend the he be sent to the U. States Naval Asylum Philadelphia; also to return James Phillips (a man) attached to the same vessel I do recommend that he be sent to the U. States, and discharged from the service as unfit for it.

[illegible]

[illegible]

[illegible]

US Ship Macedonian
at Sea April 19th 1808

Sir

I have the honor to enclose herewith Professor's Reports of Junior Officers studies on board the US Ship Macedonian for the months of February and March.

I have the honor
to be very respectfully
Your Obdt Servt

[signature]

The Honorable
Secretary of the Navy
Washington DC.

(P55 Mar 19

H.M. Frigate Macedonian
at Sea off Sandy Hook
April 21st 1845.

Sir

I have the honor to enclose for the information of the Admiralty a return of the Officers Petty Officers & Seamen entitled to the Prize Money under this Act. I have prepared a letter for the Lords Commissioners of the Admiralty to be signed by the Commodore, which I will forward to you as soon as it is returned to me.

I have the honor to be
Sir
Your most obedient
humble Servant
(signed) Henry Ellis
Purser.

To Capt Sir. Abbot.
Comd H.M. Frigate Macedonian
&c &c &c.

Respectfully transmitted to Commodore M. O. Perry:
(signed) Joel Abbot
Com. Capt Com.

U.S. Frigate Macedonian
New York April 9th 1838.

Sir

I have the honor to enclose herewith a copy of a report of Fleet Surgeon DeLaBarry made up to the last day of the Voyage of this ship.

However judicious may have been the sanatory regulations referred to by Doctor DeBarry, they would have been of little avail had not the Commanders and Medical Officers of the Squadron fully co-operated with me in carrying them into effect.

Much credit is therefore due to those Commanders indeed to all the Officers and especially to the Fleet Surgeon and his Medical Associates for their skill, vigilance and unremitting zeal during the entire voyage, and it gives me the greatest satisfaction thus to acknowledge and tender my thanks for their valuable services.

With great respect
I have the
honor to be
your most obedient
(illegible)

Hon. George Bancroft
Secretary of the Navy.
Washington D.C.

P 11 May 2

Copy

U S Ship Macedonian
Off Sandy Hook.

Sir

In reply to your communication of the 21st. I have the honor to state that the general health of the Squadron late under my command has been very good. that of the Ships Saratoga, and Preble and the Porpoise up to the time of their leaving the station last autumn, and of this Ship, to the present time. Those mentioned on the sick report are nearly all Chronic cases.

I am happy to say that with the exception of a few cases of fever on board of the Ship Saratoga, of a type so mild, that all but one case recovered, there has not been as case of Typhus or Congestive in the original Squadron.

Of the Relief Squadron. the Princeton had been and still was perfectly healthy. on the 1st of January last when she sailed on a short cruize to the East.

The Sloop Portsmouth had not been heard from since her departure from the Coast. but from the confidence in the perseverance of Commander C. H. Bell. this vessel will doubtless keep healthy.

The Sloop Preble. also of the relief Squadron is the only vessel that has suffered. and that in consequence of departing from the strict sanatory regulations established by you, and so rigidly enforced and adhered to by all of the original Squadron.

I can only answer that with proper care
and a strict adherence to the regulations above
alluded to, a cruizing Vessel may with safety
remain on the African Station for 12 or 18 months
at farthest, as I am convinced a longer detention
would be prejudicial to health, even if the fever
did not manifest itself.

I would also suggest as a precaution
in case that appears expedient, the Crews of ships
going from the Coast of Africa should not be
discharged direct to the Home Stations.

I am Sir
Your very respectfully
Your Obdt Servt
(Signed) Edmund L DuBarry
Fleet Surgeon of the
original African Squadron

Commodore M. C. Perry
Commander in Chief
of the original African Squadron.

U S Frigate Macedonian
New York April 29th 1845.

Sir

In forwarding the enclosed letter from Mr Martin Roche, I beg leave to recommend his application to the favorable consideration of the Department.

The advanced age of Mr Roche renders him incapable of gaining a livelihood out of the Navy. and as his services may be made available as a teacher at a Naval School, or in the manner suggested by him, it is to be hoped that he may be continued in pay.

I have the Honor To be
Very respectfully
Your Obed't Serv't

[signature]

Hon.ble
Secretary of the Navy
Washington D. C.

U. Frigate Macedonian
New York. April 29th 1838

Sir

I have the honor to report the arrival of this ship at this Port days from St Croix West Indies, via Porto Rico. Officers and crew all well.

Enclosed is a list of the Officers at present attached to the ship. A complete muster Roll of every individual on board will be forwarded by tomorrows mail

Waiting your further orders.

I am Sir
Very Respectfully
Your Ob. Servt.
M. C. Perry

Honble George Bancroft
Secretary of the Navy
Washington D.C.

P55 Aug 1

ans. Dollars 3

P 70 May 2

U.S. Hospital Macedonian
New York April 20th 1865.

Sir

I have the honor to enclose herewith
a copy of a letter containing a list of men belonging
to this Hospital whose papers of discharge have been applied.
They will be attended to as soon as and as soon
as an enquiry made by Pursers Clerks of the
Bureau of Medicine in regard to their right of extra pay
is answered. They will be paid off.

I have the honor to be
very respectfully
your obedient servant

[redacted]

Hon. Wm. George. Welles
Secretary of the Navy
Washington D.C.

p 69 May 2